BILACKET LAMPS, Single or Double.

HANGING LAMPS, 1, 3, 4, 5 or 6 Light.

suitable for Out-door and Verandah use.

for Ship's use.

CHAIR LANTERNS

WALL LANTERNS

COOK-ROUSE LAMPS

Hongkong, January 29, 1869.

QUEEN'S ROAD (opposite HONGRONG HOTEL),

large DINING HALL.

and Smoking Rooms.

Hangkong, September 16, 1885.

Continental languages are spoken.

Hongkong, January 14, 18/9

STREET LAMPS



號七月二年九十八百八千一英

HONGKONG, THURSDAY, FEBRUARY 7, 1889.

Triple-action

Duplex Burners.

lar Burner, up-draught

aystem, gives a very

white light of 45 C.P.

and cannot explode.

Established February,

Dietz 'Tubular' Hurricane Proof, suitable for exposed

situations and out-door use in general,-they are very

LANE, CRAWFORD & Co.

and perfectly safe.

Business Notices.

BEG TO DRAW ATTENTION TO THEIR VERY LARGE STOCK OF

TIABLE LAMPS in BRASS, BRONZE & FARCY PORCELAIN.) Fitted with Hink's Patent

if the Lamp is apset, and can be readily taken to pieces to clean.

The above Lamps can also be fitted with Hink's Windproof Punkah Burners.

HINK'S WINDPROOF LANTERNS, WALL LAMPS and HANGING LAMPS,

very strong and fitted with Swivels

MARTIN'S Patent 'LIGHTHQUSE' LAMPS, Table and Hanging.

strong and cheap.

TINGS of all kinds, kept in stock for any of above Lamps.

SHIP'S LAMPS for SALOON, CABIN, BULEHERD OF BERTH, all kinds, to burn Colza,

NURSERY LAMPS, WATCHMEN'S LAMPS, POCKET LANTERNS, BULL'S

500 Lamps and Lanterns to select from.

Tailors, Hatlers, Shirtmakers and Gentlemen's Outfitters.

TTAVE RECEIVED THEIR SECOND DELIVERY

WINTER COATINGS, TWEED AND DRESS SUITINGS,

TROUSERINGS, AND ULSTER TWEEDS.

A Very Stylish Selection.

OUR OUTFITTING STOCK IS ALSO COMPLETE IN SEASONABLE GOODS.

Victoria Hotel.

Praya and Queen's Road Central, Hongkong,

ITHIS Extensive and well-appointed Establishment, situated in one of the most central

and airy positions in the Colony and commanding a splendid view of almost

Offices (including the Post Office), Banks, &c , has recently been much en-

comfortable and handsome manner, suited to the requirements of the Far East.

Messrs. DORABJEE & HING KEE.

Proprietors.

W. POWELL & Co.

intimations.

HONGKONG FIRE INSURANCE

COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE Twentieth Ordinary August MEET.

above Company will be held at the OFFICES

of the Company, Pedder's Street, on MON-

DAY, the 25th February instant, at 12

ING of SHAREHOLDERS in the

larged and improved and is now one of the principal HoraLs in the place.

The ROOMS are spacious, well rentilated and have just been refurnished in a most

The Accommodation and Service of every kind will be found to be of the best description.

An ample and varied TABLE D'HOTE is always provided and served in the spacious,

The HOTEL also contains handsome and confortable Reception, READING, BILLIARD

FURNISHING DEPARTMENT.

W. POWELL & Co INVITE the inspection of Intending Purchasers to their Show of SPECIALITIES IN HIGH CLASS FURNITURE, which for PRICE,

QUALITY and FINISH will compare favourably with anything produced in the East.

FURNITURE RE-COVERED and REPAIRED. ESTIMATES FREE.

UPHOLSTERY of every description done on the Premises.

The HOTEL is unsurpassed for comfort, convenience and quick service.

POWELL

they are very strong and may be had in Bronze or Nickel-plated.

Korosino or Candle; these Lamps are all specially selected for the China Trade.

EYE LANTERNS, CIGAR LIGHTERS, and LAMPS of all descriptions.

READING LAMPS, double or single, to burn Colza or Kerosine.

日八初月正年丑己

PRICE, \$2 PER MONTH.

Shipping.

BATAVIA. The Steamship Camorta.

JARDINE, MATHESON & Co., Hongkong, February 6, 1889.

SHIRE LINE OF STEAMERS.

YOKOHAMA. The Steamship Cardiganshire

ADAMSON, BELL & Co.,

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL. The Co.'s Steamship Deucation.

Chief Manager. SUNDAY, the 10th Instant.

Passengers for Europs desiring to proceed Overland, can, on application to the Undersigned, have their Tickets endorsed for surrender at Algiers in exchange for Coupon Tickets to MARSEILLES (by Trans. atlantic Company's express boats), and thence to Paris or London: Algiers is 28 hours steam from Marseilles, and thenes to London occupies about the same time.

Hongkong, February 5, 1889.

FOR SHANGHAI VIA AMOY.

Ports on the YANGTSZE.)

TUESDAY, the 12th Instant. For Freight or Passage, apply to

FOR SHANGHAI.

for NINGPO, CHEFOO, NEW. will leave for the above CHWANG, TIENTSIN, HANKOW and Ports on the YANGTSZE.) The Co.'s Steamship Achilles.

TUESDAY, the 12th Instant. For Freight or Passage, apply to

Hongkong, February 4, 1889. AUSTRO-HUNGARIAN LLOYD'S

STEAM NAVIGATION COMPANY.

Captain L. Mansan, will be despatched for the

SIEMSSEN & Co., Hougkong, February 1, 1889.

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY & MELBOURNE.

The Co.'s Steamship Actison, Comm'der, will be despatched as above

on FRIDAY, the 8th Proximo, at 4 p.m. The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First-class Saloon and Cabins are situated forward of the Engines Second-class Passengers are berthed in the Poop. A Refrigerating Chamber ensures the supply of Fresh Provisions during the entire voyage. A duly qualified Surgeon is CHWANG, TIENTSIN, HANKOW and

For Freight or Passage, apply to

NAVIGAZIONE GENERALE TALLANA

(FLORIO & RUBATTINO UNITED COMPANIES.) STEAM FOR

Having connection with Company's Mail Steamers, to ADEN, SUEZ, PORTBAID, MESSINA, NAPLES, (LEGHORN) and GENOA; all MEDITERRANEAN, ADEIATIO, LEVANTINE and SOUTH AMERI-CAN PORTS, up to Callao. Taking Cargo at through rates to PERSIAN GULF and BAGDAD.

For further Particulars regarding Freight and Passage, apply to

CARLOWITZ & Co., Agents.

CO-OPERATIVE COMPANY, LIMITED.

Business Notices.

TAILORS AND OUTFITTERS. RE NOW SHEWING AN ENTIRELY NEW STOCK OF SEASONABLE GOODS in A the above DEPARTMENTS, comprising TWEED SUITINGS, TROUSERINGS, COATINGS, DIAGONAL and SUPERFINE BROAD CLOTHS for DRESS SUITS,

SERGES, VESTINGS, FLANNELS, &c., &c. AN EXPERIENCED CUTTER has arrived from London and all Orders will be executed under his personal Supervision. RACING JACKETS and CAPS in SILK or SATIN for the RACES. RIDING BREECHES, RIDING BOOTS and TOPS for the RACES.

Fancy COSTUMES for PRIVATE THEATRICALS and Faucy DRESS BALLS. BOYS' and YOUTHS' TWEED and VELVET SUITS made to order. THE OUTFITTING DEPARTMENT has been RE-STOCKED with a SPLENDID ASSORTMENT of SILK, LAMB'S WOOL and MERINO HOSIERY, SHIRTS, COLLARS, SCIARFS, TIES, BOOTS, SHOKS, HATS, GLOVE , &c., &c. READY MADE ULSTERS and CHESTERFIELD OVERCUATS, kept in Stock.

SADDLERY."
STABLE REQUISITES." FOR THE RACES. STABLE REQUISITES. 'SADDLERY."

Hongkong, January 26, 1889.

PUBLIC AUCTION

JAPANESE WARE.

THE Undersigned has received instructions to Sell by Public Auction, on SATURDAY,

the 9th February, 1889, at 2.30 p.m. sharp. at his Sales Rooms, Duddell Street .-A VERY FINE COLLECTION

JAPANESE WARE,

WORKS OF ART. comprising :-SATSUMA, KAGA, KIOTO and IMARI VARES,

INCENSE JARY, PLATES, BOWLS, TEA and BREAKFAST SETS, LACQUER WARE, GOLD and SILVER INLAID BRONZES. FINE IVORY CARVINGS, and ENCRUSTED and Inlain Pannis, Very Fine Cloisonne

WARE in VASES, BOKES, PLAQUES and PLATES, ETC., ETC. SILE EMBROIDERED SCREENS, KARIMONIS, WHITE and COLOURED SILK HANDKERCHIEFS, CUSHIONS, BROCADES, SILE EMBROIDERIES, the entire harbour and within five minutes' walk of the principal Government | Erc., Erc.

> A FEW ANTIQUE PORCELAINS, HANGINGS and SCREENS, Erc., Erc., Erc.

> Catalogues will be issued, and the above vill be on view on Friday next. TERMS OF SALE. -As customary. G. R. LAMMERT.

. Auctioneer. Hongkong, February 5, 1889.

GOVERNMENT NOTIFICATION.

No. 35.

HE following Particulars of SALE of CROWN LAND by Public Auction to be held on the Spot, on MONDAY, the 11th day of February, 1889, at 4 p.m., are

published for general information, By Command, FREDERICK STEWART

Colonial Secretary.

COLONIAL SECRETARY'S OFFICE. Hongkong, 26th January, 1889.

Particulars of the Letting by Public Auction Sale, to be held on MONDAY, the 11th day of February, 1889, at 4 p.m., above Poby Order of His Excellency the at Noon. Governor, of One Lot of Crown Land, in the Colony of Hongkong, for a term

of 999 years. Particulars of the Lot.

Boundary Regis- Locality. Measuren. a. & s. w. ft. ft. ft.

Inland Rutter Street, Lot I No. 1215 shan 102 15E 111 7380 84 2,690

GOVERNMENT NOTIFICATION. No. 37.

THE following Particulars of SALE of CROWN LAND by Public Auction. to be held on the Spot, on WEDNESDAY, the 13th day of February, 1889, at 4 p.m. are published for general information. By Command, FREDERICK STEWART,

Colonial Secretary. COLONIAL SECRETARY'S OFFICE, Hongkong, 26th January, 1889.

Particulars of the Letting by Public Augtion Sale, to be held on WEDNESDAY. the 13th day of February, 1889, at 4.

p.m., by Order of His Excellency the Governor, of One Lot of Crown Land. in the Colony of Hongkong, for a term of 999 years.

NO. Of Hale	Rogina	Locality.	1	par	Gombeat Square	POUGY	P. Account.		
5	No		*,	\$4:	2.	₩.	foot.	Kent	- 0.00
.,	In- bind Lot		ft.	ft.	ft.	ft.			1
1	No. 1,214	Street	55.3	18.9	53.0	4146	1,485	18	29
			11.		8,		, ,		

OVERLAND TRUNKS, GLADSTONE BAGS, and TRAVELLING CASES, in all Sizes.

Auctions. Notices of Firms. HONGKONG & SHANGHAI BANKING CORPORATION.

> MR. G. E. NOBLE has been Appointed CHIEF MANAGER of the BANK from the 1st January, 1889. By Order of the Court of Directors, T. JACKSON.

Hongkong, December 31, 1888. NOTIOE.

TAR. JAMES HENRY MACLEHOSE, VI and Mr. J. DE SONNAVILLE, were admitted PARTNERS in our Firm on 1st January last. MAGEWEN, FRICKEL & Co.

Hongkoug, February 1, 1889.

Shipping.

Steamers.

FOR YOKOHAMA AND KOBE. The Steamship Iphiaenia. Capt. L. VOLTMER, will be despatched for the above Ports on FRIDAY, the 8th Inst., at 10 a.m., instead of as previously notified.

For Freight or Passage, apply to SIEMSSEN & Co., Hongkong, February 6, 1889.

STEAM TO YOKOHAMA, VIA NAGA-SAKI AND KOBE. (Passing through the INLAND SEA.)

The P. & O. S. N. Co.'s Steamship

places on FRIDAY, 8th February, at Noon. E. L. WOODIN,

Superintendent. & O. S. N. Co,'s Office, Hungkong, January 30, 1889.

FOR SINGAPORE, HAVRE AND HAMBURG.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTER-DAM, LONDON, LIVERPOOL and BREMEN.) The Steamahip

above Ports on FRIDAY, the 8th Inst.,

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Hongkong, January 23, 1889,

SINGAPORE, PENANG & BOMBAY,

The Co.'s Steamship The Uo. a Steamship

Bisagno,

Capt. Tognasso, will be
despatched as above on SATURDAY, the 8th Instant, at Noon, instead of as previously advertised. At Bousay the Steamers are discharging u Victoria's Dock.

Hongkong, February 5, 1889,

Steamers.

NETHERLANDS INDIA STEAM NAVIGATION COMPANY, LIMITED. FOR SINGAPORE, PENANG AND

Captain Fyfe, will be despatched as above on SATURDAY, the 9th Instant, at 2 p.m. For Freight or Passaga, apply to

FOR NAGASAKI, KOBE AND

will be despatched for the above Ports on the

19th Instant. For Freight or Passage, apply to

Hougkong, February 4, 1889.

Captain Asquire, will be despatched as above on

For Freight or Passage, apply to BUTTERFIELD & SWIRE,

OCEAN STEAMSHIP COMPANY.

(Taking Cargo & Passengers at through rates for NINGPO, CHEFOO, NEW-CHWANG, TIENTSIN, HANKOW and The Co.'s Steamship

Captain Nauson, will be despatched as above on

BUTTERFIELD & SWIRE,

Hongkong, February 4, 1889. OCEAN STEAMSHIP COMPANY.

(Taking Cargo & Passengers at through rates

Capt. Anderson, will be despatched as above on

BUTTERFIELD & SWIRE, Agents.

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN. HODEIDAH, MASSANA, SUARIM, YEDDAH, SUEZ, PORT SAID, BRINDISI AND TRIESTE. Taking Cargo at through rates to CAL-OUTTA, MADRAS, PERSIAN GULF

RED SEA, BLACK SEA, LEVANT and ADRIATIC PORTS.) - The Co.'s Steamship Maria Teresa. Capt. F. Cossovice, will be despatched as above on TUESDAY, the 12th Inst., at Noon.

For further Particulars, regarding Freight and Passage, apply to the AGENOR of the Company, Praya Central. O. BACHRACH,

Hongkong, February 2, 1889. OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI.

(Taking Cargo and Pussengers at through rates for NINGPO, CHEFOO, NEW. Ports on the YANGTSZE.) The Co.'s Steamship Antenor.

Captain Grien, will be despatched as above on THURSDAY, the 14th Instant For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agenta. Hongkong, February 5, 1889.

ITONGKONG HIGH LEVEL TRAM. WAYS COMPANY, Lab. TIME TABLE.

WEEK DAYS. 8 to 10 a.m. every quarter of an hour. 12 n 2 p.m. if half hour. 3 n 7 n n quarter of an hour. THURSDAYS.

NIGHT TRAMS at 10.45 and 11 p.m. SUNDAYS. 10.40 a.m.; 12h to 3 p.m. every half hour. 3 to 7 p.m. every quarter of an hour. Special CARS way be obtained on application to the SUPERINTENDENT. Single Tickets are sold in the Care: Five-Cent Coupons and REDUCED TICKETS at the

MACEWEN, FRICKEL & Co., General Managers. Hongkong, January 8, 174 9,

Vol. XLV. No. 8141.

AGENTS FOR THE CHINA MAIL. LONDON :- F. ALGAR, 11 & 12, Clement's Lane, Lombard Street, E. C. GEORGE STREET & Co., 30, Cornhill. Gondon & Gotton, Ladgate Circus, E.O. BATES

SAMUEL DEACON & Co., 150 & 154, Leadenhall Street. W. M. Wills, 181, Cannon Street, E.C. PARIS AND EUROPE: - AMEDER PRINCE, 36, Rue Lafayette, Paris,

HENDY & Co., 37, B' dhrook, E.C.

NEW YORK :-- Arbanw Winn, 21, Park SAN FRANCISCO and American Ports

generally :- BRAN & BLACK, Nan Fran-AUSTRALIA, TASMANIA, AND NEW ZEALAND :- GORDON & GOTOR, Melhourns and Sydney. DEYLON :-- W. M. SMITH & Co., THE

APOTHECABLES Co., Colombo. SINGAPORE, STRAITS, &c.: - SAYLE & Co., Square, Singapore, C. HEINSZEN & Oo. Manila. CHINA: -- Marco, F. A. DE CRUZ. Swa-Jourhow, HEDGE & Co. Shanghai,

> LAVE, CHAWFORD & Co., and KELLY WYSH. Yokohama, LANK, C.A. with v Co , and KELLY & Co.

nks. HONOKONG & SHANGHAI BANKING CORPORATION.

RESERVE FUND,.....\$4,000,000 RESERVE LIABILITY OF PRO-

COURT OF DIRECTORS. Chairman-Hon. JOHN BELL-IRVING. Deputy Chairman-W. H. FORBES, Esq. C. D. BOTTOMLEY, S. C. MICHABLEEN, W. G. BRODIE, Esq. J. S. Moses, Esq. H. L. DALRYMPLE, L. PORSNEGRER, Esq. N. A. STEBS, Kaq.

J. F. HOLLIDAY, Esq. E. A. SOLOMON, Esq. Hon. B. LATTON. CHIEF MANGER. MANAGER. Shanghai......Ewen Camenon, Esq. LOWDON RINKERS. - London and County

HONGKONG. INTEREST ALLOWED. N Current Deposit Account at the rate of 2 per cent, per armone on the daily balance. On Fixed Deposits:

For 3 months, 3 per cent, per annum.

4 per cent. " "

G. E. NOBLE.

Ohief Manager.

5 per cent. " LOCAL BILLS DISCOUNTED. Oradits granted on approved Securities, and every description of Banking and Exchange business transacted. Drafts granted on London, and the chief Commercial places in Europe, India,

Australia, America, China and Japan.

Hongkong, January 1, 1889. NOTICE.

DULES OF THE HONGKONG SAVINGS' BANK 1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours

on week-days, 10 to 3 : Saturdays, 10 2,—Sums less than \$1, or more than \$250 at one time will not be received. No depositor may deposit more than \$2,500 in any one year.

3. - Depositors in the Savings' Bank having

\$100 or more at their credit may at

their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent, per annum interest. 4.—Interest at the rate of 8t per cent. per annum will be allowed to depositors on their daily balances. 5. - Each Depositor will be supplied gratis with a Pass-Book which must be pre-

Books but should send them to be written up at least twice a year, about the beginning of January and beginning of July. 6.—Correspondence as to the business of the Bank if marked On Hongkong

sented with each payment or with-

drawal. Depositors must not make

any entries themselves in their Pass-

by the various British Post Offices in Hongkong and China. 7. - Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book

For the

Savings' Bank Business is forwarded free

HONGRONG & SHANGHAI BANKING CORPORATION. G. E. NOBLE. Ohief Manager.

Hongkong, January 1, 1859.

are necessary.

Intimations.

ATOTICE is hereby given that Pursuant to the Provisions of Section 4 of Ordinance No. 24 of 1882, I have THIS DAY caused to be posted in the COURT HOUSE, a List or ALL MEN secertained by me to be liable to serve as JURORS. The said List will remain so posted for the term of one fortnight, in order that any

Person may, as the case shall be, apply by Notice in writing to me requiring that his

Name, or the Names of some other Person

JURY LIST-1889.

or Persons may be respectively either added to. or struck off the List, upon cause duly assigned in such Notice. ALFRED G. WISK.

Acting Registrar. REGISTRY, SUPREME COURT. Hongkong, 1st February, 1889.

LADY (very good sailor) wishing to

A Return to ENGLAND in the Spring,

would be glad to give her Services, during

the voyage, in return for her passage home.

Address. MISS EARLE, c/o OFFICE OF THIS PAPER. Hongkong, February 4, 1889,

Intimations.

ORIENTAL BANK CORPORATION IN LIQUIDATION.

NOTICE TO CREDITORS.

PAYMENT OF 6TH DIVIDEND. 6rn DIVIDEND of 61 % on all A CLAIMS against the HONGRONG BRANCH OF THE ORIENTAL BANK CORPORAmon, which have been approved by the Court of Chancery, will be paid at the This Burner is fitted with a simple lover-action extinguisher, which puts out the light Offices of the New ORIENTAL BANK CORPORA-

TION, LIMITED, on and after MONDAY, THE 17TH MARCH NEXT. CREDITORS are requested to apply to the Bank for their Dividends and to produce TABLE LAMPS in BRASS, BRONZE and FANCY PORCELAIN.) The 'Lamp Belge' Circuthe letter they hold from the Official Li- BRACKET LAMPS in BRONZE. quidator, admitting their Claims, in order | HANGING LAMPS with GLOBE or SHADE. that the Payment of the 6th Dividend may

be endorsed thereon. " o. QUELCH & Co. Amoy, N. MOALLE. PAYMENT OF FINAL DIVIDEND IN ADVANCE UNDER DISCOUNT.

> THE OFFICIAL LIQUIDATOR by arrangement with THE ASSETS REALISATION Co. is prepared to Pay in appeares to CREDITORS willing to receive such Payment IN FULL DISCHARGE OF THEIR CLAIMS the Dividend of 5 % payable in the year 1890, UNDER A DISCOUNT OF FIVE-TWELFTHS PER CENT. Carpirons who are willing to accept Payment of the Final Dividend less discount as DEVOE'S 'NONPAREIL' KEROSINE, 150° rest. } Burns with a strong white light above are requested to communicate with BATOUM KEROSINE, 130° TEST.

the Indersigned BEFORE THE END OF GLOBES, SHADES, REFLECTORS, CHIMNIES, WICKS, BURNERS and FIT-THE CURRENT MONTH. E. W. RUTTER. Agent for the Official Liquidator, Uriental Bank Corporation

in Liquidation. 2. QUEEN'S ROAD, Hongkong, February 6, 1889. 'NORTH-CHINA FAMINE RELIEF FUND. I HE HONGKONG & SHANGHAI BANKING

CORPORATION will be happy to RE-

CEIVE SUBSCRIPTIONS to the above FUND and Transmit same to the Shanghai Committee. Hongkong, January 30, 1889. HONGKONG RIFLE ASSOCIATION.

WEEKLY SPOON COMPETITION.

600 YARDS, 10 SHOTS.

INTRANCE FEE 10 Cents payable on. It the Ground. NEXT SATURDAY, 9th Feb. , 4 o'Clock. CARBINES allowed One Shot extra. On THURSDAY AFTERNOONS the Range is reserved for Practice at 800 and 900 Yards. A. SHELTON HOOPER.

Hon. Secretary.

C L U B

PROGRAMME OF MEETING TO BE HELD ON THE POLO CLUB GROUND. AT CAUSEWAY BAY. President: His Excellency Sir G. WIL-LIAM DES VŒUX, K.C.M.G. Vice-Presidents :- His Excellency Admiral Sir Nowell Salmon, V.C., K.C.B.; His

Hongkong, February 4, 1889.

T) O L O

A: D.C.; Major TRIFF; Lient. CEADOCK. R. N.; Captain FLETCHER, R.A. Hon. Secretary :- Captain Collinson. -100 YARDS RACE. - Open to all Comers.

1st Prize, 85; 2nd, \$3; 3rd, \$1. 4 to

Excellency Lieut. -General Camenon, C.B.

Committee :- T. H. WHITSHEAD, Esq.;

J. ARMSTRONG, Esq.; Captain DES VOEDE,

start or no 2nd Prize. 5 or no 3rd. Entrance free. -Polo Pont Sourry .- \$10 added to a Starting Sweep of \$2. Once round the Course. Catch weights over 11st. 7lbs.; to be ridden by Members of the Polo Club. Entrance, \$2.

1st Prize, 83; 2nd, \$2; 3rd, \$1. trance free. -Polo-Ball Race -\$10 To hit a ball round a post and back through a goal. Post to be passed on left. Entrance. -LADIES NOMINATION 'DISTANCE HANDI

- MAZE RACE - \$10. Open to all Comers; to ride in and out of a line of posts; any rider knocking down a post to be disqualified. Entrance, 82. 2nd Pony to save entrance.

ENTRANCE TO ENCLOSURE : Ladies and

to Numinator.

Members, Fass. Gentlemen, \$1. J. COLLINSON, CAPT., Hon. Secretary. Hongkong, February 5, 1889.

CHINA SUGAR REFINING

COMPANY, LIMITED.

NOTICE. THE Eleventh Ordinary Annual MEET ING of SHAREHOLDERS in the above Company will be held at the OFFICES of the General Agents, Pedder's Street, on MONDAY, the 18th of February, at Noon, for the purpose of receiving a Report from the General Agents, with a Statement of Accounts to the 31st December, 1888.

General Agenta, Hongkong, February 2, 1889.

JARDINE, MATHESON & Co.,

will be CLOSED from the 5th to the 18th

of February, both days inclusive.

MASONIC BALL-1889.

MASONIO BALL, under the Auspices A of the District Grand Lodge of Hong-Friends to the Undersigned. The Subscription is limited to \$10 for can be registered. Masons, and 85 for each GUEST INVITED (Non-Masons), ALF. WOOLLEY,

Hon. Secretary.

Intimations. NOTICE.

VICTORIA EXCHANGE, January 26, 1889.

-WEELBARROW RACE .- Open to all Comers; one man to wheel another. RAR. LAWRENCE, of LAWRENCE & MAYO, Ophthalmic Opticians. On his return visit from China and Japan, will arrive in Hongkong in the 11th February, and will REMAIN at the HONG-KONG HOTEL for 14 DAYS ONLY.

Yokohama, January 25, 1889. Cap.'-Owners up. -weights to accompany entranco-to be handicapped by PUBLIC NOTICE OF EXPIRY OF the Committee. Entrance, \$2. Prize OPIUM FARM. THE Exclusive PRIVILEGE of BOILING and PREPARING OPJUM and SELLING and RETAILING OFFUM so Boiled or Prepared will CEASE on the 28th DAY OF FEBRUARY. 1889. No boiled or prepared Opium pur-chased from us or our Licensees con be used

> without the consent of the New Holder of such exclusive privilege as aforesaid. Dated 26th January, 1889. KHOO TEONG POH.

> > CHEAH TEK SOON,

Opium Farmers.

after the 3rd day of March, 1889, at Noon,

HONGKONG & SHANGHAI BANKING CORPORATION. TOTICE is hereby given that the Ordinary Yearly MEETING of the SHAREHOLDERS in this CORPORATION will be held at the CITY HALL, Hongkong, on SATURDAY, the 23rd day of February The Transfer BOOKS of the Company next, at 12 o'Clock, Noon, for the purpose of receiving the Report of the Court of Directors, together with a Statement of

> G. E. NOBLE, Chief Manager. Hongkong, January 25, 1889. HONGKONG & SHANGHAI BANKING

> > CORPORATION.

G. E. NOBLE,

Chief Manager.

Accounts to 31st December, 1888.

By Order of the Court of Directors,

the OFFICE of the Company for WARRANTS.

MODERATE TERMS.

o'Clock (noon), to receive a Statement of Accounts to the 31st D cember, 1888, the Report of the General Managers, and to elect a Consulting Committee and Auditors. The Transfer BOOKS of the Company will be CLOSED from the 12th to the 25th day of February instant, both days inclusive. JARDINE, MATHESON & Co., General Mana, ers,

Hongkong, February 1, 1889. THE SONGEI KOYAH PLANTING COMPANY, LIMITED. THE Statutory General MEETING of this COMPANY will be held at the HONGKONG HOTEL on TUESDAY, the 19th

Hongkong Fire Inserance Company,

Limited.

HONGKONG, CANTON AND MAGAO STEAMBOAT COMPANY, LIMITED.

CENT. and BONUS of 1 PER CENT.

held This Day, will be Payable at the HONGKONG AND SHANGHAI BANKING COR-PORATION on and after MONDAY, the 4th SHAREHOLDERS are requested to apply at

MBS. KJELLER.

Hongkong, January 26, 1889.

Particulars of the Lot.

or \$1.60 per SHARE, declared at the Ordinary Half-Yearly Meeting of Shareholders

Proprietress.

Instant, at 12,30 p.m. GIBB. LIVINGSTON & Co., General Managers. Hongkong, February 4, 1859. NOTICE TO SHAREHOLDERS. THE DIVIDEND at the Rate of 7 PER

By Order of the Board of Directors,

T. ARNOLD. MOTIOE is hereby given that the Secretary. kong and South China, will be held at the REGISTERS of SHARES of the Hongkong, February 2, 1889. 201 CITY HALL ON FRIDAY, the 15th February, CORPORATION will be CLOSED from BRETHEEN desirous of Inviting Guests, SATURDAY, the 9th to SATURDAY, the No. 7, WYNDHAM STREET. are requested to send the Names of their 23rd February next (both days inclusive), BOARD AND RESIDENCE. during which period no Transfer of Shares FOR SINGLE GENTLEMEN: By Order of the Court of Directors,

Intimations.

THE HONGKONG PLECTRIC COMPANY, LIMITED. DIVIDED INTO 30,000 SHARKS OF

\$10 BAOH. OF WHICH 15,000 SHARES ARE OFFEREL TO THE PUBLIC.

(The remaining 15,000 Shares have been taken up on the same terms as the Shares new offered to the Public).

Payment to be as follows !-ON ALLOTMENT\$1.

The Balance at call (in One Month's notice being given) as required to meet drafts for purchasio of Plant and otherwise for the purposes and the extension of the business of the Company.

Applications for Shares, accompanied by a deposit of \$1 per Share, must be sen in to THE HONGRONG AND SHANG. HAT BANKING CORPORATION on or before the 12th day of February, 1889.

For prospectus and for forms of application for shires, apply to the HONGKONG AND SHANGHA BANKING CORPORATION,

Messrs. GIBB, LIVINGSTON & Co. Goods from alongside. Dated the 4th day of February, 1889. COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE Twentieth Ordinary MEETING of SHAREHOLDERS in the Company will be held at the Company's OFFICE, No. 5, Queen's Road, Victoria, at Three o'Clock in the Afternoon of TUESDAY, the 19th February, 1889, for the purpose of receiving a Statement of Accounts, and the Report of the Directors for the year anding 31st December, 1888. The Transfer BOOKS of the Company will be CLOSED from the 6th Proximo to

the 19th Proximo, both days inclusive. JAS, B. COUGHTRIE, Secretary. Hongkong, January 28, 1889.

COMPANY, LIMITED. NOTICE TO SHAREHOLDERS.

THE CHINA FIRE INSURANCE

SHAREHOLDERS in the above Company will be held at the Company's OFFICE, No. 5, Quesu's Road, Victoria, at 3.15 o'Clock p.m., of the 19th day of February, 1889, when the subjained Reso. lation will be proposed.

RESOLUTION. That Article No. 9 of the Articles of Association be altered by eliminating therefrom the words 'One Hundred Thousand' and substituting therefor the words 'the Hundred and Fifty Thousand."

JAS. B. COUGHTRIE,

Hongkong, January 28, 1889

Not Responsible for Debts. Meither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, durin their stay in Hongkong II rbour :-ADAM W. SPIES, American barque, Capt.

A. D. Field.—Russell & Co. STATE OF MAINE, American ship, Capt. Nickela.—Pustau & Co.

Notices to Consignees.

STEAMSHIP DJEMNAH.

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex Steamships Manche and Ebre, from Havre ex Steamship Ebre, and from Bordeaux ex Steamship Frederic Mond, in connection with the above Steamer, are hereby informed that their Goods -with the exception of Treasure and Valuables-are being landed and stored at their risk at the Company's Godowns at Bowrington, whence delivery may be obtained immediately after landing. Optional Cargo will be forwarded on, unless intimation is received from the Consigness

before 1 p.m. To-DAY (Friday), requesting it to be landed here. Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after Fat-DAY, the 8th Instant, at Noon, will be subject to rent, and landing charges at one cent per packet per diem.

All Claims must be sent in to me on or before the 9th Instant (SATURDAY), or they will not be recognised. No Fire Insurance has been effected. G. PE CHAMPEAUX,

Hongkong, February 1, 1889; THE CHINA SHIPPERS MUTUAL STEAM NAVIGATION COM-

PANY, LIMITED. NOTICE TO CONSIGNEES. FROM GLASGOW, LIVERPOOL

AND SINGAPORE. THE Company's S.S. Ounfa, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and KOWLOON WHARF AND GODOWN COMPANY.

LIMITED, Kowloon, whence delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the OFFICE of the Undersigned, before Noon on the 9th Instant, or they will not be recognized. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 9th Inst., at 4 p.m.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 9th Instant will be subject to rent. Optional Cargo will be forwarded unless notice to the contrary be given before 10 a.m. To-DAY. Bills of Lading will be countersigned by

ARNHOLD, KARBERG & Co.,

Hongkong, February 4, 1889.

Notices to Consignees.

NETHERLANDS INDIA STEIM NAVIGATION COMPANY, LIMITED. FROM SOURABAYA, SAMARANG,

BATAVIA AND SINGAPORE. HHE Steamship Camorta, having arrived from the above Ports, Consignees of

Cargo by her and by the S.S. Koma from MADRAS, are hereby informed that their Goods are being landed at their risk into the Gorlowns of the HONGKONG & KOWLOON WHARF & GODOWN COMPANY, LIMITED, at West Point, whonce delivery may be Cargo remaining undelivered after the 11th Instant will be subject to rent.

No Fire Insurance has been effected. Claims for damages and/or shortages not ; later than the 16th Instant, otherwise toey will not be recognized. Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., Hongkong, February 4, 1889. FROM HAMBURG, PENANG AND

HE Steamship Iphigenia, Capt. Volt-MER, having arrived from the above and to take immediate delivery of their

SINGAPORE.

ny Cargo impeding her discharge will be landed into t a Godowns of the Kow-THE CHINA FIRE INSURANCE LOON PLEE AND GODOWS Co., and stored at Consignées' risk and expense. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th Inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th Instant, at No Fire Insurance has been effected. STEMSSEN & Co...

Agents. Hongkong, February 5, 1829.

fo-day's Advertisements.

LODGE. ZETLAND

N Emergency MEETING of the above A LODGE will be hold in the FREE-MASONS' HALL, Zetland Street, on MON-DAY NEXT, the 11th February, at 5 for N EXTRAORDINARY MEETING of 5.30 p.m. procisely. VISITING BERTHERN are cordially INVITED. Hongkong, February 7, 1880.

> STEAM TO BOMBAY, STRAITS AND COLOMBO. The P. & O. S. N. Co.'s

Steamship will leave for the above places at Noon TO-MORROW, the 8th Inst. E. L. WOODIN, Superintendent.

P. & O. S. N. Co, 's Office, Hongkong, February 7, 1889.

THE SCOTTISH ORIENTAL STEAM. SHIP COMPANY, LIMITED.

FOR SWATOW AND BANGKOK. The Company's Steamer Kong Beng. Captain R. Joses, will be despatched for the above Ports on FATURDAY, the 9th Inst.,

For Freight or Passage, apply to YUEN FAT HONG, Agents.

Houghong, February 7, 1889. FOR SHANGUAL The Steamship

Ningpo,
Captain F. Schulz, will
be despatched for the above Port on SATURDAY, the 9th Inst.,

For Freight or Passage, apply to SIEMSSEN & Co. Hongkong, February 7, 1889. DOUGLAS STEAMSHIP COMPANY,

LIMITED. FOR SWATOW, AMOY & FOODHOW. The Co,'s Steamship $Hailoong_{\bullet}$

Captain Roace, will be Captain ROACH, will be despatched for the above Ports on SUNDAY, the 10th Instant, at. Daylight. For Freight or Passage, apply to

General Managers. Hongkong, February 7, 1889.

DOUGLAS LAPRAIK & Co.,

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA VIA AMOY. The Co.'s Steamship Zafiro,
Capt. McCasun, will be despatched for the above Port on MONDAY, the 11th Inst., at 4 p.m. For Freight or Passage, apply to

RUSSELL & Co., General Managers. Hongkong, February 7, 1869.

STEAM TO YOKOHAMA, VIA NAGA-SAKI AND KOBE. (Passing through the INLAND SEA.)

The P. & O. S. N. Co.'s Steamship will leave for the above place on SATURDAY, the 16th Instant, at

E. L. WOODIN, Superintendent. P. & O. S. N. Co.'s Office, Hongkoug, February 7, 1889.

FOR NEW YORK.

The Steamship Strathleven. Captain Pearson, will be despatched for the above Port on MONDAY, the 18th Instant. For Freight or Passage, apply to ADAMSON, BELL & Co.,

Abergeldie, British ateamer, 1,991, J. Hongkong, February 7, 1889.

To-day's Advertisements.

UNDER THE PATRONAGE OF HIS EXCELLENCY THE GOVERNOR. SIR G. WILLIAM DES VŒUX, K.C.M.G.

MADAME KORFF'S MDLLE. MAILLARD'S CONCERT

will take place on SATURDAY NEXT the 9th of February, at 9 p.m.,

ST. ANDREW'S HALL. PROGRAMME:

MULLE. MAILLARD.

MME. KORFF. MOLLE. MAILLARD. 5—Rhapzodie HongroiseLizt.

MME. Korff.

INTERVAL. 1-Ballade MME. KORFF. MDLLE. MAILLABD. Ports, Consignoes of Cargo are hereby 3-RomanceKullak.

> Tickets-\$2-to be had at Messrs. LANE, CRAWFORD & Co.'c. Hongkong, February 7, 1889.

NOTICE TO COMPRADORES. TIENDERS will be Received, up to the 25TH FEBRUARY INSTANT, for the SUPPLY of the PROVISIONS required for the Use of the SAILORS' HOME. The

Contract to be from 1st Murch 1889 to 28th February 1890. Address 'Superintendent, Sailor's Home, from whom further Particulars may be obtained.

Hongkong, February 7, 1889. TO LET.

2 ND FLOOR of HOUSE, No. 64, Queen's ROAD CENTRAL. Possession from 1st April pext. LAI HING & Co., No. 153, Queen's Road Central.

Hongkong, February 7, 1889. NOTICE. COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS. STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY,

MADRAS, CALCUTTA, ADEN, SUEZ, PORT SAID, MEDITERRANEAN AND BLACK SEA PORTS, ALEXANDRIA,

MARSEILLES, AND PORTS OF BRAZIL, AND LA PLATA;

LONDON, HAVRE AND BORDEAUX. N WEDNESDAY, th 20th February. 1889, a Noon, the Company's S.S. MELBOURNE, Commandant VIMONT, WILL MAILS, PASSENGERS, SPECIE,

and CARGO, will leave this Port for the at over places. Cargo and Specie will be registered for Landon as well as for Marsoilles, and accopied in transit though Marseilles for the principal places of Europe. Shipping Orders will be granted till

Cargo will be received on board until 4 p.m., Specie and Parcels until S p.m. on the 19th February, 1889. (Parcels are not to be sent on board; they must be just at the Agency's Office.) Contents and value of Packages are re-

For further particulars, apply at the Company's Office. G. DE CHAMPEAUX, Auesti.

Hongkong, February 7, 1889.

DAKIN BROS. OF CHINA, LIMITED,

CHEMISTS.

Dakin's

Quinine and Iron Tonic. -0-TN this preparation Inon is combined with

QUININE in a form that is easily assimilated by the blood, so that two of the most valuable Toxics known to medicine are in this preparation presented in efficient and pleasant condition. This Combination is of the greatest value whenever the system requires bracing and invigorating in convalescence, and to ward off attacks of malarial fever. It increases the appetite, ensures digestion, and causes a marked addition to the muscular and nervous energy.

PRICE :-- 80.50 Small size bottle. Large size bottle,

22, QUEEN'S ROAD, BONGKONS.

Hongkong, February 2, 1889. SHIPPING.

ARRIVALS. February 6, 1880 :-Phra Chom Klao, British steamer, 1,011, W. H. Watton, Bangkok Jan. 30, General.

February 7:-Fushun, Chinese str., from Whampoa. Fooksang, British str., from Whampon. Ningpo, German atr., from Whampoa. Anton, German steamer, 346, E. Aereboe, Hollow February 5, General. - WIELER &

-YUEN FAT HONG.

Johann, German steamer, 437, Binge, Holhow-February 5, General, -WIELER & Nierstein, German steamer, 731, Bartels.

Wuhn January 31, Rice. - MELCHERS & Co. Hailoung, British steamer, 783, J. S. Roach, Swatow February 6, General .- Chinese Imperial 1884 B...... DOUGLAS STEAMSHIP CO.

Murray, New York December 6, Petroleum. Changsha, British str., 1,500, Williams, Australian Ports January 7, Coal and OP10 General. -BUTTERFIELD & SWIKE.

Quotations

HONGKUNG, February 7.

New Bonares, cash, 5421

New Malwa, cash ... 630

Allowance, Taels... 40/48

Old Mniwa, cash, ... 650/660

Allowance, Taels ... 40/48

Persian, Oily, cash 500

Peraian, Paper tied 500

Exchange.

Hongkong, February 7.

On demand.

Decumentary, 4 months

Credits, 4 months sight.

On demand, Credits, 60 days' sight;

30 days' sight,

4 months sight.

On London-

Oredits, 4

On demand, ...

On New York

n Rombay-

On demand.

On demand, ...

On demand,

Gold Leaf; 100 fine...

30 daystright private.

THERMONE ER- U A.M....

Temperature.

(Taken at Mesers Falconer & Co.'s Premises,

Queen's Road.)

9 A.M.... 30.21

1 P.M.

1 P. N.

P.M

4 P.M

1 P.M

4 P.M

Wel bulb) Fa.M.

Do.

Max.mum

Do. Monimum over niger 55

METEOROLÒGICAL REGISTÉR.

Barometer . . . 30.14

Hongkong Observatory, Feb. 7, 1889.

CHINA COAST METEOROLOGICAL

REGISTER.

FEBRUARY 6.-AT 4 F. M.

FEBRUARY 7 .-- AT 10 A.M.

_

Temperature . . . 58

Damp Bulb . . . 52

Direction of Wind . w

Weather 0

Force

Wl'ostock. 30.19 5

Tokio 30.16

Nagasaki. 30.07

AT 4 P.M. TO-DAY.

On Calcutta-

On Shanghai-

BAROMETER-

Do.

in.

On Paris-

Allowance, Taels... 48/64

Allowance, Taels ... 48/64

- New Patna, cash,.. 5621/565

cash, -

February 7: Haiphong, for Takao. Marie, for Haiphong. Thales, for Coast Ports. Tamar, British troop-ship, for Singapore. Ting Hong, Chinese gunboat, for Amoy. Nanzing, for Manila.

DEPARTURES.

Dmitry Donskoy, Russian frigate, for Singa-Merimethshire, for Singapore and London. Nierstein, for Whampon.

CLEARED. Anton, for Hollow and Pakhol. Johann, for Hoihow and Pakhoi. Fushun, for Shanghai. Memnon, for Sandakan. Iphigenia, for Yokohama. Septima, for Saigon. Tritos, for Honolulu Bay.

PASSENGIERS. Per Phra Chom Klao, from Bangkok, 16 Chinese. Per Johann, from Hoihow, 3 Chinese.

Per Hailony, from Swatow, Mr and Mrs Fang, 64 Chinese. Per Changshu, from Australia, Messrs J. I. Want, Mole. Warren, Robinson, Ede, Mole, Miss Cohen, Don Yglosia, and 59

Per Marie, for Haiphong, 1 European, Per Thales, for Swatow 100 Chinese. To DETARG.

Per Anton, for Hoihow, 20 Chinese, Per Johann, for Hothow, 30 Chinese. Per Fushun, for Shanghai, 50 Chineso. Per Memnon for Sandakan, 1 European, and 100 Chinese.

SHIPPING REPORTS The British steamer Phra Chom Klao reports: Had five weather from Bangkok, to 18° N., then very strong Northerly

winds, and high head sea. The British steamer Hailoung reports : Swatow to port, moderate North-Easterly winds, and fine clear weather until midnight; then light variable airs and cloudy to port. Steamers in Swatow, Haitan and Wenchow. The British steamer Changsha reports: Had fine weather till crossing China Sea; strong Northerly gale, heavy confused sea

POST OFFICE NOTICES. MAILS will close:-For YOKOHAMA & KOBE .-Per /phigenia, at 9.30 s.m., on Friday,

the 8th inst. For STRAITS, COLOMBO & BOMBAY. Per Thibet, at 11.30 a.m., one Friday, the 8th inst., instead of as previously notified.

For SINGAPORE .-Per Hesperia, at 11.30 a.m., on Friday, the 8th inst. For NAGASAKI, KOBE & YOKOHAMA.

Per Gualior, at 11.30 a.m., on Friday, Shanghai. 30.34 40 78 NW 3 the 8th inst. Amoy 30.25 56 75 ENE For SANDAKAN, KUDAT & LABUAN. Hongkong 30.19 57 48 -- 0 Per Memnon, at 3.30 p.m., on Friday, Haiphong 30.33 60 49 KB 1 b Bolinso.... 29.97 79 78 N 5 the 8th inst. Manila.... For SAIGON. -

Per Cicero, at 4.30 p m., on Friday, Wl'ostock. |80.15| 1 | 95 - |0 | 0 the 8th inst. For PORT DARWIN, BRISBANE, SYD-Negasaki .. 30.18 -NEY AND MELBOURNE.-Shanghai. 30.28 34 85 sw 1 1 f. Per Tsinan, at 5 p.m., on Friday, the

Per Frejr, at 5 p.m., on Friday, the 8th For SWATOW & BANGKOK .-Per Kong Beng, at 7.30 a.m., on Saturday, the 9th inst. For KOBE, YOKOHAMA & VANCOU

For HAIPHONG .-

VER B.C.— Per Bataria, at 11.30 a.m., on Saturday, the 9th inst. For STRAITS & BOMBAY. Per Bisagno, at 11.30 a.m., on Saturday,

the 9th inst., instead of as previously notified. FOR STRAITS & CALCUTTA .-Per Cimorta, at 1.30 p.m., on Saturday,

the 9th inst. For SHANGHAL .-Per Ninopo, at 3.30 p.m., on Saturday, For SWATOW, AMOY & FOOCHOW. Per Hailoong, at 5 p.m., on Saturday,

Per Ancona, at 5 p.m., on Friday, the 15th inst.

Amoy - - - - - 1 Hongkong 30.27 56 66 MB 1 Haiphong. 30.12 55 65 E 1 b Bolinao.... = = = = = The barometer has fallen and gradients are very moderate for N.E. winds. Cloudy, Madame Korff and Mdlle. Maillard have served. We have remarked repeatedly cold and rather dry weather prevails. W. DOBEBOK. Government Astronomer. Hongkong Observatory, February 7. 1. BAROMETER, reduced to 32 degrees Fahrenacit, and to the level of the sea in inches, tenths and hundredths. 3. TEMPERATURE, in the shade in degrees to hear these accomplished artistes. 3. HUMEDITY, in percentage of saturation, the Ho Aci was charged at the Police Court tonamidity of air saturated with moisture being

4. Direction or Wind, to two points. 5. FORCE OF WIND, according to Beauton 6. STATE OF WEATHER. b blue sky, c deusched clouds, d drisning, rain, f fog, o gloomy, h bail, tilghtning, o overcast, p passing showers,

For NAGASAKI, KOBE & YOKOHAMA | squally, r. rain, s snow, t thunder, v visibility, 7. Barn, in inches, tenths and bundreoths. Feb. 6, 1889. SHARE LIST. -QUOTATIONS.

stocks.	Nos. of Shares.	Valen.	Paid-	Otosin , Quatations, Cash.
BANKS. Hongkong and Shanghai Bank Corp.	10,000	125	all.	169, % prem.
Union Insurance Society Co., Ld China Traders' Insurance Co., Ld	10,000 24,000	83,33	\$ 25	\$110 -81
North China insurance Co., Lin., Yangtsze hisui nie Association, Ld. Chines, linsurance Co., Limited	5,000 8,000 1,500	£ 25 1,000	ali 5 200	Tis. 2874 Tis. 96, sellers \$165, buyers
Camon Insurance Office Co., Ld The Straits Insurance Co., Ld Hongkong Fire insurance Co., Ld	10,000 30,000 8,00	8 250 8 100	\$ 20 \$ 50	\$120 \$20, nom. \$370, buyers
The Straits Fire Insurance Co., Ld	20,000 20,000	\$ 100 \$ 100	8 2	\$83 \$19, sales \$16, buyers
B'kong & Whampon Dock Co., Ld	1,000			\$36 °/_ prem.
THE CONTANTED TO THE CONTANTED OF THE CO	40,000	3 20		127 % prem., buyers par, buyers
Indo-China S. N. Company, Limited Douglas Steamship Co., Limited Unus and Manua S. S. Co., Ld	20,000 3,500	8 54	lia C	3711, sales \$170
China Engar Company, Limited Luzon Sugar Company, Limited			and 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	\$209 \$90, sales

Puniom & Sunghie Dua Samatan) 40,000 \$ 1t all 211, sellers Mining Co. Societé Française des Charbon-8,000 Fcs. 500 Fs. 500 100 % prem., buyers pages du Tonkin all 8189 HK. & Kow. Wharf & Godown Co. 17,000 all 975 /o prem., sellers A. S. Watson & Co., Limited 3,800 8 all Cruickshank & Co. Limited all \$170, ex div., nominal Hongacus Hos I Company, Laure . 3,000 sbz. issued 10 £ 7.10 \$130, sellers HK. and China Gas Co., Limited. 1 5,100 t all \$101, sellers Hongkong Ice Company, Limited ... 5,000 3 885, nominal. Hongking Bakery Company, Ld. ... al! H'kong Rope Manufactory Oo., Ld. all 813, cash Hongkong Dairy Farm Co..... 50 8250 % prem., nominal HK. High-Level Tramways Co.; Ld. all \$11 Campbell, Moore & Co., Limited ... 25 852, ex new issue East Borneo Planting Co., Limited 25% dis. on \$20-\$15 per Austin Arms Hotel and Building ahare Company, Limited..... 25 843, cash Songei Koyah Planting Co., Ld. 1510 % prem:, nom. Peak Hotel & Trading Co., Limited 4 000 20175 % prem. Steam Launch Company, Limited ... 2,000 8 China-Borneo Company, Limited 7,000 \$ 15 50 % prem., cash, buyers Green Island Cement Co., L.L. 10,000 \$

199

all . 3 % prem.

1700,000 TL 25014 % prom. J

MEMOS. FOR TO-MORROW. Shipping.

10 a.m. - Iphigenia leaves for N'saki, &c Noon. - Gwalier leaves for Y'hama, &c. Noon.-Thibet leaves for Singapore, Penang and Bombay, Noon - Hesperia leaves for Havre, &c. 4 p.m.-Tainan leaves for Port Darwin, Queensland Ports, &c.

Miscellaneous. after Noon subject to rent.

WATSON & Co., LIMITED, ESTABLISHED A.D. 1841.

TIAVE JUST RECEIVED THEIR ANNUAL SUPPLY

A. S. Watson & Co., Limited, HONGKONG DISPENSARY. January 15th, 1889.

The publication of this issue commenced at 7.55 p.m.

The China Zelail.

HONGKONG, THURSDAY, FEBRUARY 7, 1889. LOCAL AND GENERAL.

PASSED SURZ CANAL

28: William Burkill, Abergeldie, Jan. 1; Highfield, 8; Kent, 11; Ehrenfels. Prometheus, 15; Benledi, Electra, 18; Yangtsé, Afghan, 22; Nestor, Sachsen, Hector, Glengarry, Balcarres Brook, Flintshire, 29; Glenfinlas, Feb. 1. HOMEWARD BOUND :- Benvenue, Jan. 15: tonomer, Pemptos, 22; Anchises, 25; Berenice, Denbighshire, Glenartney,

donien, Feb. 1.

The Shire Line s. s. Cardiganshire, from London &c., left Singapure on the 2nd inst., and may be expected here on or about the 9th inst.

The O. S. S. Co.'s s. s. Menelaus, from Liverpool, left Singapore on the 3rd instant, and may be expected here on or about the 10th inst. The O. S. St Co.'s s.s. Achilles, from Liverpool, left Singapore on the 3rd instant. and may be expected here on or about

left Singapore on 2nd inst., and may be expected here on or about the 10th THE Glen Line steamship Glenlyon, from Lor ten, left Singapore on the 2nd

inst., and may be expected here on or about the 10th inst. The O. S. S. Co.'s s. s. Antenor, from London, left Singapore on the 5th

about the 12th inst. It will be seen by advertisement that who are worried because they are not well fixed Saturday next for their musical upon the low ebb to which this Colony has entertainment. The concert will be under reached in the matter of reliable and the patronage of H. E. the Governor, and efficient servants a fact which must be a choice programme has been prepared for | endersed every day, especially by those the occasion. A numerous gathering of residents who have in the "good old days" the lovers of music will doubtless assemble known what really good domestic and

day with bringing three girls into the Colony to be sold as prostitutes. The story of one of the girls was that she wantliving with her father and mother in a boat at Canton. On the 2nd inst, defendant paid \$300 to her mother and brought her (the girl) down to Hongkong. She was not willing to go to Singapore to be a prostitute. The defendant was sentenced to one year's hard labour.

We made a mistake last night in stating that Mr Oxenham is Consul at Chinkiana Mr Oxenham went home on leave only a week or two ago, and his place was taken by Mr. Mansfield from Newchwang. Mr I sassield has already had some experience of rioting, and is a man well calculated to meet such an emergency Our opinion that hunger is the chief cause of the disturbance is strengthened by the fact that it appears the people were more bent on looting than on destruction. fact seems to be that there is not so much s scarcity of rice in China as a want of money among the poor people to buy. Just to-day another cargo of rice has arrived in Hongkong from Wuhu.

WE regret to hear of an unfortunate socident which occurred early this morning to General Cameron. As he was returning from the Naval Ball, alipped his foot while going up the steep pathway at the back of the barracks, leading to his house, and fell a distance of. it is said, 20 or 30 feet. The pathway is flanked by a sloping stone support, down which the General rolled, falling from that on to the top of a wall protected by glass at the top, and from there to the ground, a distance of eight feet. He must have fallen on the wall with considerable force, for the glass is completely smashed all round. His cries were heard by a neighbour, and essistance was at once procured. On his injuries being examined it was found that the right fibula was broken and that he had also received a rather severe scalp wound, besides being considerably shakers. The General is progressing favourably, and fortunately he has not received any interpal injuries,

THE Superintendent of the P. & O. Co. informs us that the Company's extra steamer Khizu, from Bombay, left Singapore for this port to-day, at 8 a.m.

CRICKET H. K. C. C. T. Navy .- The above Match will commence to-morrow at 2 p.m. and continue on Saturday at 11 a.m. Tiffin on the Ground on Saturday. The following will represent the Club :- T. Goods per Steamer Djemach unclaimed S. Smith (Capt.); Major Johnston, R.E.; Major Miles, R.A; R. M. Blair, R.E.; S. L. Darby; Dr Atkinson; A. Campbell (91st); J. Barton ; F. Brazawell (58th); W. Greig ; A. N. Other.

DUNCAR McDoxald, engineer, was charged at the Police Court to-day, with seautiting a lokong, and damaging his cape. The lukong said that at 11 p.m. yesterday the defendant caught hold of him near the Hongkoog and Shanghai Bank, tore his cape and struck him on the chest. He blew his whistle and a European Constable came to his assistance. Constable Young said when he came up he found the defendant was not sober; his clothes were wet. Defendant told him he had been in the water and that he was merely saking the lukong to get him a ricksha. In his defence McDonald said be merely wanted a richaha. He took hold of the lukong's cost, 83 who became frightened and left the coat in his hands. The defendant was discharged on paying \$2 to the complainant.

Fire broke out last night about 10 p.m. in the house number 92, Wing Lok Street. This house communicates with number 142 Praya Central, which is immediately at the back of it, both houses being occupied by the See Sing We firm, known as Californian merchants, dealing in sundry merchandise. The brigades turned out promptly, but be-DUTWARD BOUND :- Bombay, Red Sea, Dec. | fore water could be applied the fire had got complete hold of No. 92, the flames learning across almost to the houses on the opposite side. The Volunteers had their enginel first at work. The Government engines soon followed and a splendid stream of Agamemnon, Glenfrein, Cassandre, Al- water was poured on the burning house. This prevented the flames from spreading beyond No. 92, which, however, was Lennox; Paris, 29; Sarpedon, Caleitself virtually gutted. The top foor of No. 142 Praya Central also suffered from water. There are two versions given of the origin of the outbreak. One is that it originated on the first floor. in a room over the cookboose, where a lot of samshu is stored, owing to fire getting through a crack in the chimney. - The second version is that it broke out on the second floor from some cause unknown. The Austro-Hungarian Lloyd S. N. Co.'s The See Sing Wo are insmed with the steamship Maria Teresa, from Trieste, North British and Mercantile Fire Insur-Ance Co., for \$15,000.

BLESSED is he (or she) who hath servants

that are honest and of good capacity, for

they are treasures that are difficult to find.

This sentiment the be approved of by inst., and may be expected here on or nearly every housekeeper by these who possess good servants, and by those also other servants were. The rising generation of "boys" and "amain," cooks and coolies do not compare favourably with their predecessors, either in honesty or ordinary capacity. Unfortunately the extortionate demands, involent demeanour and genura incapacity of the present race of servants are but too well known. Indeed the migratory character of the domestic helps of the present day is a disagreeable fact ; and the time seems to have passed when faithful servents lived and died in the service of their foreign masters. This peripatetic element has given rise to a system of fraud which has been glaringly illustrated during the last few weeks, and it may be well to caution householders against it. Servants applying for employment who possess certificates from an array of residents who have left the Colony, are not, as a rule, to be trusted. A case was looked into the other day where two certificates clashed as to date, and an explanstion was asked. That pervant went for the explanation, and has not since returned. We know of cases where pervants, with testimonials (if genuine) proving them to be experts, knew literally nothing at all of their duties. Another case lately occurred where the applicant got into a perspiration when it was suggested that his testimonials should be carefully kept by the master. That servant also departed, taking bis bogus testimonials with him. There can be little doubt that many worthless fellows have made a good living by the sale of certificates of character to the roving and incompetent Alings and Assais of the present, and probably three-fourths of these servants who produce fattering testimonials of capacity and bonesty have paid for them, or obtained the loan of them for a consideration. Unfortunately the Governmental registration of servants fell through because it was unwortable, especially with coolies; and as Chinese accounts are usually styled "boy" and coolie, instead of by name, it is exceedingly difficult to identify any of them by their reputed names. It will be well, therefore, for householders to exercise caution in the matter of sugaring acreants at the present time, as the supply now on the market is exceedingly doubtful both at to credentials and capability.

tour Athletic Sports was held at the Victoria Recreation Club last evening to make arrangements for the annual meeting, Major Tripp, who presided, said that the accounts of last year showed a balance of \$57.85, the receipts being \$880 and the expenditure \$822.15. The accounts were passed. On the motion of the Chairman it was agreed that the members of last year's committee still in the Colony be re-elected. and that two Officers of the 91st Regiment and one of the Staff surgeons take the place of the members belonging to the 58th who had left. The Committee, excluding these three vacancies to be filled up, now consists stances attending the death of Elliot of :- Messrs J. Andrew, C. S. Barff, J. Douglas, assistant to Dr Noble, Surgeon tion. After 2 p.m. we opened the wind-Grant, H. F. Hayllar, F. A. Hazeland, F. dentist. Mr R. E. Withers, Consul for W. Koch, R. K. Leigh, W. H. Young, the United States, occupied a seat on the Capt. Roynolds, Capt. Rumsey, J. Samp- bench son, A. K. Travers, Major Tripp, Lieut. Blair, and Lieut, Bramwell. Mr C. H. Thompson was elected hon. Secretary, and Mr A. G. Stephen, hon. Treasurer. The Chairman said that as the Cricket Ground could not be obtained until the 16th April, which was too late in the season, my office door locked and the office boy it was proposed to hold the Sports on the outside. I asked him why he had not race-course. Mr Sampson thought it would opened the office. He said he had done so be better to make a track round the circu- churbed up and looked over the fan light lar lake instead of using the course. The and saw deceased lying with his arms on Chairman said it might be left in the hands the cane couch and his knees on the floor in of the Committee to decide whether the broke the door open, and went in course or the ground in the centre was first sight I thought be was dead. The the more suitable. i.e himself thought the race-course would be found best adapted for the purpose. It was then formally agreed that the sports be held on the racecourse, and that they take place on Saturday, 16th March. The question of the programme of events was next considered. It was agreed to alter last year's slightly. For the mile walking race, 'tossing the caber' was substituted, which event, it was decided, should, along with pole jumping and the bicycle race, be open to all comers. A vote of thanks was passed to the Chairman and the meeting closed.

HONOKONG ICE COMPANY.

The annual meeting of the shareholders of the Hougkong Ice Company was held today at the office of the General Managers, Messra Jardine, Matheson & Co. Hon. J. Bell Irving presided, and there were also present Mr W. Parlane, Manager; Messrs D. McCulloch, J. H. Cox, A. O'D. Gourdin, S. J. Danby, J. C. da Roza, C. A. Ozorio, C. F. Carvalho, J. A. Carvalho, R. Carr, K. M. Ross, and Mr H. C. Maclean, Secretary :

The Chairman said :- The report and accounts, which have been in your hands for some days, may I presume be taken as read. The shareholders are to be congratulated on the continued prosperity of the Company, its earnings being steadily on the increase, but I must again impress upon you the urgent necessity of continuing to make 'provision for a rainy day while the means and opportunity are within your I have on former occusions expressed my conviction that the property account, including as it does the payment made to Messra Kylewind Bain for the goodwill of the business, stands at a larger amount than the value of the assets it represents seems to warrant, and must be borne in mind that what is written off each year is more as a set-off. report, the Dry air machine has not been called into requisition during the past year: but if either of the other machines i broke down, it would be necessary again to make use of it, and, as was pointed out in the last report, the cost of working it is out of all proportion to the value of the ice it produces. The Damp air machine has given a good deal of trouble and considerable expense has been incurred in keeping it in repair: but the time must come when repairs will be no longer possible and it should be anticipated by procuring at no very distant date, a new machine of the most recent mode of construction, so as to guard against the possibility of the work being partially suspended or carried on at a loss. The offices provided in the Company's premises in Ice House Street bring in a rental, which constitute a not inconsiderable addition to our revenue. No other point occurs to me upon which it seems necessary to remark, and I have now only, in accord ance with the precedents of the past few years, to ask the shareholders to fix the amount of final dividend now to be paid. As you will see from the report, the General Agents suggest 13 per cent or 834 per share, making a total dividend for he had had troubles at Home of some chathe year of 20 per cent.

Mr McCulloch-Might I ask how much more you ought to add to the Reserve, because the amount which is there now is a never given him any reason to suspect they opinion as to the question of jurisdiction. large amount of the year's profits.

The Chairman-The amount written off the Reserve, as you will observe, has all been absorbed by the new machine erected last year. The new machine and the new building connected with it has absorbed the whole of the \$37, 00 we had at reserve. The other machine will have to be replaced within a very short time, and we have got to write off enough to pay for that, so that really | sent at the Police Court. He took a little we have got no reserve for depreciation. Mr McCulloch-How much will the new

machine cost The Chairman-I think the new machine will cost laid down here about £2.000. The depreciation of the machinery is going There was when I last used it about on all the time. You have to write off, an oz. left in it, and now it is empty. Mr Parlane says, 7 per cent. for machinery afterwards discovered traces of cocaine on and 3 per cent. for building depreciation, a table next my operating case, and L I do not think we write too much off depre. think he must have taken some of this also. to take evidence in this matter. The ciation and reserve. We have always to From my knowledge of the deceased, I Governor has found a prima facte cause of standing that we keep increasing returns fits of depression. He was a native of Con- the Court to hold a survey of this vessel. to shareholders. Last year we paid 16 per | necticut. cent., which was the best return we had

Is a very fair return. as far as the return goes : I am merely was highly delighted with the idea of leav- case of appeal from a survey already held . Witness-Yes. looking at the amount taken out of the ing. He said it would enable him to carry by the Governor's order

year's profits. is a matter for the shareholders. I do not formis, which would be admirably adapted raised. The Governor had power, on recommend anythin .; I merely make a sug- to his condition. The night before he died reasonable cause shown to detain a vessel gestion. I think in their own interest the he said to me be thought he was getting for the purpose of a survey, but he had shareholders would by wise in not asking crazy. I asked the reason, and he spoke to not power until such survey was made and for more than 20 per cent. I think you will me about his aunt. He possessed a certi- reported to him to order the Court to cargo in an insurance sense and yet abso- his au ocean-going with cement so that they cannot be inspect- monist :— I have prescribed Scott's edmit that yourself, Mr McCulloch.

future we may look for even an improve-

as they stand. The business has increased, the office, and at 8.30 deceased complained also would point out that the power but the mail steemers now provide them- of a headache. The coolin left shortly after given to the Court to hold a survey selves with refrigerators, and that will take and took no further notice until Dr Noble in no way does away with the necessity for reverse frames were much worn by corre- such a condition that her class was omitted away a considerable amount we used to arrived.

A MEETING of gentlemen interested in Ama- supply. During the winter months our main-stay was these steamers. Mr McCulloch-After what you have told us, I have much pleasure in proposing there I found that Dr Noble and Mr Fraser that the accounts be adopted. Mr A. O'D. Gourdin seconded, and the motion was carried.

> re-elected auditor. warrants would be ready on Suurday

INQUEST ON THE BODY OF

ELLIOT DOUGLAS. A Magisterial inquiry was held this afternoon by Mr Wodehouse into the circum. breath. The face, on the artificial breath-

The following evidence was taken :-Dr Noble - I am a dentist surgeon practising in this colony. I know the deceased his name was Elliot Chester Donglas, aged 25. He was employed by me, not a partner, a little over a mouth. He joined me in December. On the morning of the 5th when I came to my office at 9.15 I found and given the key to Dr. Pouglas -1 half of the body was on the couch and the other half on the floor as it he had attempted to lie down on the couch. I laid him on the floor. I detected an odour of choloroform. All the muscles of the body were relaxed. He was not breathing. I procured a bottle nitrate of amyland placed it at his nose. His pulse was still beating, but it was scarcely perceptible. I commenced artificial respiration. I sent for Dr Hartigan. Dr Cantlie responded in about four minutes. He took charge of the case till the patient died. The deceased slept on the premises in the room in which I found him. was fully dressed. I found nothing in the room to show he had taken anything did not search his person. He left no letters behind him As far as I know he i was a single man. I have known him since the latter part of December. I had no previous acquaintance of him. He introduced himself to me as a qualified dentist and said he came from Kansss City, that he had been recommended to take Bra royage by his physician on account o his health, that he would like to spend some time in China if he could, that he

could not stand the winter in Kansas City. We engaged bim as an assistant. It was to my partner. Dr. Poate and not to me he first introduced himself. His engagement dated from the 1st January. did not give me satisfaction. He was always willing to serve, but he did not come up to my standard of excellence, for which reason I did not trust him with any work. Practically speaking he did no work for me from the day he was taken on till the day of his death. I judge by the way he handled the instrument and tools that he was not qualified for the work, so I did not trust him. determined to put him under my tuition until he was more competent. He was in receipt of salary. He resigned and was to leave for home on the day after he died. He resigned about the 1st February, About that time he determined it would not be advisable to spend the summer in Hongkong. His first month's salary was paid and also salary for a month he was engaged, December. The decision he would not remain over the summer was arrived at after mutual talk. We were on against depreciation than a writing down of good terms with each other. He would the property. As will be seen from the not allow me to get out of his sight. He Survey, sat again at the office of the Barfollowed me wherever I went. He was to pay for his passage himself. He appeared to me to be delicate. His lungs were

weak, but he had no disease. At times i his spirits were good and at times bad, was subject to fits of depression. imagined in these fits of depression that danger to human life. The Court consisted the police were ofter him, and that he was being watched on account of some crime they suspected him of committing. He thought they were after him for stealing I William James, constructor H. M. Naval gold from my safe. As a matter of fact I had had gold stolen from my safe. This was before we had definitely taken him on. It never once occurred to me to suspect him of this or anything clas. Quite the contrary. At the time he did not know I had the gold. I had absolute confidence in his honesty. I first saw signs of the delusion during the hearing of the case at the Police Court. He spoke to me of it. ridiculed the idea of his being suspected, but he kept harping back at it. I offered

to give him the key of my safe to show my confidence. His fits of depression were not so pronounced as to take the shape of insanity; I w salways able to disabuse his mind at the time I was talking to him. I think ractor or another. At times he was far more cheerful than I ever am. He was sane in all his actions. The police had were watching him. It was well known to walk with me to the foot of the tram way line each evening, and I parted with him for the last time the evening before at 7 n.m. It was towards evening that the fits came

on. He was rather depressed that evening. He attempted to take his life before. That was on the 12th January while I was abprecnic, but it was discovered in time. I liked him socially and took as much care of him as possible. After he was dead I discovered that a bottle of chloroform I kept in my case had been taken out.

Mr McCulluch I suppose then that in Dental Surgery, Philadelphia. he knocked at the door at 6.30 and the that down? The Chairman - We have to deal with facts | deceased opened it. The coolie, worked in Mr Robinson - As the Court pleases.

of the Victoria Dispensary were trying to give artificial respiration to a man who was lying on the floor perfectly insensible. Mr Cox proposed that Mr T. Arnold be The deceased was evidently dying. The only sign of life was that his heart was Mr Danby seconded and the motion was beating very feebly. We set to work to form an artificial respiration, and The Chairman intimated that the dividend during that time we believe that we shield he had taken. We kept up artificial respiration with the help of various friends till 2 p.m. We stopped once or twice to see if he was breathing and found a very shallow ing being stopped, became at once livid. We tried various means to restore anima-

pipe and inserted a small tube and kept up | years. artificial respiration with a bellows. In the afternoon I sent for Dr . Hartigan, and Dr Manson also assisted us. At three n'clock I passed a stomach pipe and drow forth fluid like ground coffee. I do not know what it was. We then washed his stomach mortem examination and found that intestines and bloud. The blood was not by a poison that it did not, as usually happens, coagulate. The stomach was extensively altered. The inlet and outlet were both deeply injected red and irritated. The left end of the stomach for about 2 36. square was changed to a parchment-like condition. ber-6 or 7-red irritated lines where the lining of the stomach had been completely removed. The upper half of the small intestines were intensely injected, and the contents consisted of mucus and decomposed blood. The lower parts of the bowels were healthy. The kidney was changed into a very deep purple colour. The tisane of the brain was very pale, more pale than normal. The weight was normal. should say death was caused by neurotic and irritant poison or poisons the nature of which I do not know. I believe he had taken chloroform, but I do not think a man can take enough chloroform to kill him. I believe if I had tried the stomach pump when I saw him first it would have killed him. It was held in recent law case that a man could not swallow enough liquid chloroform to kill him-

By Dr. Noble—It is possible, if he had taken the cocaine first, this might have produced such an insensibility as would have allowed him to swallow as much poison as vould have killed him. Dr. Noble said he was_careful not to allude to anything which might make deceased think be regarded him as incom-

Mr Wodehouse said that steps would he taken to discover what the poison was, but meantime he found that deceased died from the effects of a neurotic. irritant poison, solf administered while in an unsound state of mind. The evidence showed that every possible attention had been paid to the deceased both by Mr Noble during the time deceased was in his employ and also by the doctors after the poison was taken, and that nothing was done

o render his life unpleasant. Dr. Noble handed in a letter from Dr. Atkinson with regard to the result of examination he had made of matter taken from the deceased. He found that it undoubtedly contained chloroform and probably an alkaloid. The presence of the latter could not be ascertained, as the blood was so mixed with other substances that it would take three days to ascertain.

THE SEAWORTHINESS OF THE PASIG.

MARINE COURT OF ENQUIRY. The Marine Court, sitting as a Court of bonr Master to day to enquire respecting a complaint made to the Government that the British s.s. Pasia, of Hongkong, is unsafe and unfit to proceed to sea without of Commander R. M. Rumsey, B. N. stipendiary Magistrate (president); Mr Yard ; Mr G. F. Laird, chief engineer, H.

M. S. Wivern; and Mr David Tod, first class engineer, s.s. Batavia. The Government was represented by Mr. A. B. Johnson, Crown Solucitor, Mr J. J. Francis, Q.O., instructed by Mr F. H. O. Wilson, (Mesers Wutton and Descon), appeared on behalf of the complainants, and Mr E. Robinson, instructed by Mr Cald-

well, appeared on behalf of the Pasic. Mr Francis said so far as he could see or understand, the whole proceedings of Tuesday were entirely without authority. and without any precedent whatever. The Governor had found by his warrant a prima facie caso, and he simply ordered the Court to survey.

The President said he had already expressed his opinion on this point, that the Court was not prepared to give any legal The Governor had ordered the Court to the thief was my 'boy.' It was his custom | deal with the case, and the Court was now carrying out that order.

Mr Francis said that might be, but with reference to the particular mode of procedure which they should adopt, the Court were bound to ascertain their jurisdiction. They were not entitled to hide behind the Governor's warrant, but ought to ascertain for themselves what ought to be done. The President-I am responsible for the

procedure. Mr Francis-I object to the procedure. The President-Very well, give it to me

verbatim and I will take it down. Mr Francis (dictating)-I submit for the consideration of the Court it has no power idea, ought to be well astistied. I think it confined to the asylum at the age of 27. The general rules, dated 14th November The insanity was on the mother's side, and | 1882, have no application to such proceed-Mr McCull ch-It is a handsome return he said he was very like his mother. He lings as the present, they only apply in surance purposes, is that so i

out a long-cherished plan of going to live Mr Robinson said Mr Fraccis had form-The Chairman-Quite so. Of course it with an uncle who had a fruit tarm in Cali- ulated very nearly the same point as he ship seeing she is not insured? ficate from the P pneylvanian College of proceed to deal with the case as a Court lutely safe to carry passengers?

a preliminary survey.

Dr Cantlie-At 8.45 a.m. on 5th Feb. I got | The President-I shall put these object floor. There would be no objection to the to prevent rapid deterioration. I should. In the absence of any complaint the desubject to these objections.

it does not appear what the protest is.

examination of the witnesses.

without any instructions at all.

Cross-examination of the witness continued—Before that time I was a master of

go down into the ship on that occasion.

plate had been removed. Mr Robinson.—It was a case of taking ! an observation through a hole. defects I have mentioned quite plainly. those below the water line subject to great position. The plate removed was one which left am- wear and tear would also be in good condiple room for us to get in. There was some | tion] paint on the plate frames on the second occasion, but we could early tell the difference between rust and paint. I was not aware that the Pasia had been stranded. I knew that she had been repaired in 1886, and that she was fit for the class I gave her then. I am not aware that since the time of my inspection the collision bulkhead has heen strengthened by two uprights. Whether that would make a material difference depends on how it was dans. When I spoke about it being so defective that a hammer could be knocked through it. driven through. If the forepeak had been had not been covered with cement was in consideration. would be a very Irish way of improving mat- with cement was in better condition. I regard to the survey of the ship having installation of Mr Haiyashi, the sucters. It would not have been passed by any should infor that it was probably as good. heen complied with, and the Government | cessor to Mr Suzuki as H. I. J. M. Consul

meant the sharp end of the hammer, but judging by the general condition of the ship I filled with cement it might make a differ- good condition. I should not infer that ence in the matter of strengthening, but it an adjacent plate which had been covered | vised that the requirements of the law with surveyor here. My report was made on If the cement was perfect and the plates of Surveyor having given the necessary decla- at Chemulpo, Mr Chesney Duncan prethe condition of the ship as she then was, the same age, I would infer that the plates ration thereupon, the certificate caunot be sented a deputation of students of the Chenot what she was afterwards, but I know were equally good, other things being withheld. from the time she was under repair after I equal. I mean if the one plate had been saw her that they could not have made a covered with paint and the ather with good job of her. In my report I state that cement. I am not swere that the Pasia places. That does not mean that 3/16ths dock. I know she has been running. was the general average. As to the plates The opinion I expressed as to her being which I guaged, they were drilled in the unfit to carry cargo was in the interest of upper turn of the bilge streak. With the local insurance offices, regard to the cement in the boiler space, some of it had been cut out along the edges Robinson, said-I am surveyor for the of the floors. I was doubtful about the majority of the local and foreign insurance condition of the bottom plates. I mean offices here, as well as aurveyor for Lloyds. that the plates were in doubtful condition. I examined the boiler space of the Pasig Had the ship been put into my hands for, while she was at Wanchai. I saw them survey I should have ordered her to be cutting out the cement from the floors. I but for the purpose I had in view I could old cement. The cement cut out was only see enough of the general condition of the from the side of the iron floors. It was vessel to satisfy me that she was generally not cut out from the boiler space. The defective. When I went down into the coment altigether was about three inches dock and saw the waviness of the plates on thick. I did not go inside the vessel at ! the bottom and found the cement level Aberdeen dock on the first visit. On the inside. I concluded that new coment had second occasion I examined her inside.

only been patched, not repaired. don't pass it here. The space between tracts for the repairs made at that time the floors in the after hold had been filled | they amount to about \$14,000. That was in with coment, covering floors and angles after the ship had been strended. One of the to hide defects. This statement was made | items was filling the fore-peak with coment. with reference to a previous inspection All the repairs I wanted done were not while the ship was in dock. It was some done. The boiler space and lore peak years ago. The floors would not have were the most defective parts of the ship. been covered up as they were except to I examined the ship in the interests of

26th Nov. 1888, certifies the ship sufficient that the hull was in such a condition as to and I must ask you to take a note of my for the trade intended. Your answer to carry cargo without damage. In what the question whether she was fit or not wes have said concerning seaworthiness, about certainly not. You said you looked at the ship not being fit to carry cargo, I mean the ship for insurance purposes, and you that she was not fit to do so under any purpose of being surveyed, on the conditions were used, and after a desperate fight said you did not examine the ship for pas- circum stances. She may carry cargo but complainant, &c., &c., contained in that draw. sengers as it did not concern you. You in my opinion she is not fit to do so with- Clause. also said in enswer to the question whether out damage. I agree with Captain Audershe was in a real safe state for collision son as to what would happen to the vessel Steambout Company, Limited, and Messts keep renewing machinery, and notwith- think he committed anicide in one of his Court to hold a surrent to be committed anicide in one of his complaint, and he has directed a warrant to with a junk, you said that would depend on in the committed anicide in one of his complaint, and he has directed a warrant to with a junk, you said that would depend on in the committed anicide in one of his complaint, and he has directed a warrant to with a junk, you said that would depend on in the committed anicide in one of his complaint, and he has directed a warrant to with a junk, you said that would depend on in the committed anicide in one of his complaint, and he has directed a warrant to with a junk warrant to warrant to with a junk warrant They may do it either by themselves or by asked-supposing the Paig to have run the Surveyor was not justified in issuing By Dr Cantlie-I learned the day before any person they may think fit to sp. into a junk was she in a really strong state, the certificate of 26th November 1888, lency that the Pasis is unsafe, that made by a missionary in Old Mexico; it made, and now we are paying 20 per cent. his death, from himself, that an eart had point, but except to hold or direct such and the answer was 'Oh no, she would irrespective of marine insurance. The she is unfit to proceed to sea saved him from a miserable existence and I think the shareholders, according to my died in an insane asylum. His aunt was a survey, they have no jurisdiction. probable have aprung rivets. Now all vessel was originally classed A B. I, and your answers have reference to the exa- at that time she was under the Spanish mination of the ship for local marine in- flag. She had been damaged by stranding

> local insurance companies in the hull of the have their vessels classed. I should not their being offered insurance.

telephone communication at my house to tions down if they are given to me verba- bottom being filled up to the level of the not infer if a plate not covered with cement clarations of the Government Marine Surcome to Dr Noble's office. When I got tim, but it seems to me a waste of time. floors with cement provided there were was in good condition that an adjacent plate veyor must be acted upon, but they are Mr Robinson-Very well, I protest, and means for getting the water out. If ade- covered with cement must be in a better not protected by the Ordinauce from being will proceed with my cross-examination quate provision was made to keep water condition. I would infer nothing. I would questioned and are no bar to complaints away from the cargo, there would be no examine the ship thoroughly. In 1886 I willer rection 9. The complainants in this The President-I shall put it down that objection to it. I should not pass a ship of ordered the removal of nearly all the cement case and that the Government Marine Suryou proceed under protest if you like, but that class without a bulkhead before the in the fore and after holds. The butt- veyor has been in fact deceived, and the beiler in addition to the collision bulkhead. strats were originally put on for ocean bad and unsound places in the vessel cover-Mr Robinson-My protest is that the 'Veritas' roles require buikheads both be- service. I should consider a half-worn ed up from his inspection, and they re-Court has no jurisdiction. I make offer fore and aft the boiler. As a matter of ocean service butt-strap unservicable for specifully submit that under these circumthat the whole of the evidence taken may be seaworthiness a vessel might be safe with- river trade. In a ship of this description stances His Excellency is not at liberty to chloroform in his breath. There were no withdrawn and the survey proceeded with out that buildhead being actually tight, but the keel plates get thin first. She is a plate- detain the Pasia to have her surveyed. esmarks about his body or stains on the as a preliminary survey; that the proceed- if an accident occurred it might endanger keel ship. The proper course to have pecially as the complainants are prepared. mouth to lead us to conclude what poison ings be held null and void and a preliminary her safety. The bilge plates of an old ship pursued with this vessel was to put her in as already pointed out, to give the fullest survey held in accordance with the ordin- will probably be thinner than any other the dry dock. As that was not done I had security to pay all costs, damages and explates. The plates I gauged were about the no opportunity of testing the keel plate. penses that may be incurred in consequence The Court not entertaining this proposal bilge. The reduction of the garboard and The buttstraps being so much worm I of their complaint and of any proceedings Mr Robinson proceeded with the cross- keel plates by one half would in my opinion consider that the keel, late must have been therounder. render the vessel unsafe as a river steamer proportionately worn. I consider that my Captain G. C. Anderson, cross-examined for cargo. She would not be classed. hammer is the best test for a collision the Pasig may be detained and a survey by Mr Robinson, said-I have been engaged Shipowners sometimes allow the time of bulkhead. I consider it better than filling ordered upon ier. The fact that she now us professional surveyor for about seven survey to pass, but if they don't survey the bulkhead with water. You can never passesses a certificate is no protection to within a year she forfeits her class. Some- tell whether the plates are thin by that her, Mr Francis I object to Mr Robinson times an owner elects to lose the class of test. I would not be satisfied with the proceeding, as to is acting without instruct his ship, but that does not necessarily imply water test unless I had tested the plates obedient servants. tions. He is proceeding contrary to his that the vessel is unseaworthy. These with the hammer. The ordinary pressure , vessels are usually subject to local survey. of water a bulkhead has to bear is not Mr Robinson-Counsel does not take 'Veritas' does not lay down any special the 'same pressure as it would have to instructions, he acts on his own responsi- rule for river steamers or vessels on smooth stand when in a collision. I don't know out and injected food. I held a post bility. Ho is absolutely m ster of the case. Water limits. A reasonable test to put if the Pasig has been carrying cargo Mr Francis-So he is, but where the the collision bulkhead to would be since I saw her last. I am not aware death was caused by poison. This was solicitor entirely withdraws his authority, to fill it up with water to the iron deck. that she has been running to Canton shown by the condition of the stomach, Counsel's right is gone. I object to his There are reles for testing bulkheads, since that time, but I know she To the Honourable F. Stewart, LL.D. proceeding as his solicitor has withdrawn but we are not strictly bound to has left the harbour. I have never yet given congulated, and I believe it was so changed from the case and as Counsel is therefore them; something being left to our own a certificate to a ship coming under special discretion. If I found that things were survey and large repairs without having . Mr Robinson-Mr Francis has no right fairly satisfactory I should not put people the tement removed and the plating drill. to make a statement like that except in to unnecessary expense. If the plating is ed. The removal of the boilers constitutes evidence. I should ask him to make it in sufficiently thick to stand the test of the beilers are the Governor to acknowledge the receipt of collision bulkhoad being filled with water, removed, all beneath them is taken out your letter of the 7th instant and its enclo-Mr Francis-I am perfectly prepared to I should probably be satisfied with it, but Lloyde have special rules with reference to sure respecting the s.s. Pasig, and to state not unless I had had an opportunity of smooth water limits. In surveying vessels that a Marine Court, to sit as a Court of MrRobinson-To that I may reply, for Mr hammering it and looking at the workman- for Lloyds here I am of course guided by Survey, has been appointed, and will meet Francis's instruction, that my instructions ship. You might fill a balkhead up with common sense. The special rules are for at the Harbour Office some day next week. are to proceed on my own responsibility. water and find it stand the test although the classing of vessels, but in the survey of of which due notice will be given to you by The responsibility is absolutely mine in this it might not do so if there was a little sway- all vessels that have been in service the the President of the Court, ing or motion of a sea. It is correct that general rules apply. I am not aware that I have the honour to be. Sir, your most the plates in the forepeak were reduced to the Board of Trade give rules to their obedient servant. 3/16:hs. This of itself would not render surveyors for inspecting vessels for smooth a ship on the China Coast My first lessons the vessel untit for service as a river water limits. in practical ship building I got under steamer unless there was reduction in other Mr James Hall of Aberdson, and I parts. Of course we formed an opinion have since that time steen almost every upon the general state of the vessel. It is manded as a right that before any survey

possible kind of ship construction and not had down in 'Veritas' that the cement is made the vessel should be docked and repair. When the Pasig was at Wandlad must be taken entirely but of the bottom thoroughly gutted. visited her in the interest of a local in- nuless the surveyor considers it necessary. The President said that was a matter for surance company. The Captain told me she | The surveyors may order its removal, but | the Court. was going into dock. I had doubts about there is no rule specifically ordering that the statement that the Government Sur- the cement should be taken up for the purvevor was superintending the repairs. pose of a survey. If I had to survey a ship to pay all necessary costs, damages and The ship was tipped, and I could not un that had been ashore and found the cement expenses in connection with this, if they derstand why that should have been done cracked. I should not consider it necessary f she were going into dock. I don't fee to have the whole of the cement removed. member whether the Captain was on hoard I should order it to be taken out until good on my second visit to the ship. I did not coment was come to, and if there was good thing? cement new coment could be placed on top I went twice to see her in Aberdeen of it. Cement may be patched in that way. dock. I made a report for the local insur- the edges of the old layer being roughened The complaint was taken on their guarantee . Government to travel over the whole of ance offices. On the second occasion a so that the new may get a good bite on it. number of new plates were being introduc- The object of comenting vessels is to pre- Evidence having been put before the Count ed. The Captain was present while I serve the plating. If the inside plating that no proper survey could be made unless the mineral resources of Coros, as some was looking at the ship on the second time. not covered with cement was in a good con- what they asked was done they now asked interested parties assert. He is here in I stord outside the forepeak and Captain dition, it might be inferred that what was | the Court to do it. Burnie werth inside. I observed by looking being preserved by cement would be as through one of the spaces from which a good at least. It would depend however court to decide how they could carry out. New York capitalists, who contemon what part the plates were in.

Witness -- I was in a position to see the no wear and tear, were in good condition, was only calling their attention to the considered sufficiently encouraging. Cer-

arrestion ? Mr Francis—That is the question put by

The President-I beg your pardon, that is not my question. Mr Francis-It is extremely like it, and forth the grounds of complaint :is the only sensible interpretation of it.

The President-I am sorry you don't understund it.

Witness, continuing, If I took out

Captain Burnie, c oas-examined by Mr.

gutted in order to make a proper survey, any them re-comenting the ship over the been laid on over the old started and broken | If too vertical iron uprights had been put cement. The same had apparently been to the collision bulkhead it would afford done in the boiler space. The ship had some support. If the fore-peak were filled with coment it might relieve the strain on Mr Robinson - Patching may do perfectly the collision bulkhead, but I should not infer that it did so. The ship was coment-Witness-Not such patching as that; we ed by my order in 1886. I see the conhide defects. I can't conceive any other underwriters whom I represent. They are as much interested in cargo as in the hull Mr Robinson-Mr Wagner, under date My object was to make reasonably, sure where the junk struck. You were then being run into by one. In my opinion

and the hull was also defective, and as the thoroughly competent Marine Surveyors, send the prescription, free of charge, on necessary repairs were not carried out she both older and more experienced men and receipt of a self-addressed stamped enve-Mr Robinson-What is the interest of was declassed. Some owners elect not to of higher standing and position than the lope. consider that the fact of a vessel not being Witness-It is their interest to know classed raised in itself the presumption what the condition of the ship is in case of that she was unseaworthy. At her loadline the Parig draws 0 ft 2. At the time have reason to believe to be equally un- Hypophosphites. Very palatable and Mr Robinson-A ship may be unsafe for she was declassed she was unseaworthy now from a seaman's point of views ed, that they have been refused permission Emplainn" in cases of children suffering Witness-Yes, she might be in a states. The vestel's plating was worn out. I am A coolie in the employ of Dr Noble said The President Do you wish me, to put that would damage cargo or lose it alto speaking now of September 1885; I had

previously seen her in June 1883, when she Mr Francis-I have no questions to ask | was under repairs | ere. Some time between By the Court—I do not mean that the that and September 1885 she had got into it section 0, subsection 1, a, he is, it is tendent, Butleigh Hospital. Any Chamist sion, but the reverse angle irons on the The object of dementing a ship's pottom is have her surveyed,

This concluded the cross-examination. Mr Francis said the complainants de-

Mr Francis wished to point out that the comp'ainants were under a heavy guarantee

The President—Is it not rather strong to demand that the Court should do a certain

Mr Francis said the complainants were placed in the position of being responsible. and on their undertaking to repay costs. The President said it must be left to the

this survey. Mr Francis-Do you consider that if Mr Francis said the decision of course plates above the water line, where there is ultimately rested with the Court; he

The President said the Court would proceed to inspect the vessel at once, this poverty-stricken land, result in the The President-Do you, wish to put that | meanwhile the Court would stand adjourned till to-morrow afternoon at two o'clock. The following is the correspondence

which followed on the letter of the complainants to the Colonial Secretary, setting

Colonial Secretary's Office. 4th December, 1888.

ernor to acknowledge the receipt of the the repayment. The German steamship coment and found the plating was good I joint letter of the 22nd ultimo from your- | Velox-694 tons register-is now engaged should infer that the rest was good. This self and Mesers Butterfield and Swire re- in the transport of this rice from Shimois in reference to an ordinary vessel, not specting the s. s. Pasig, and to inform you woekli to Chemulpo, (Later news is to the suppose the other end could have been of any great age. If I found a plate that the matter has had the most careful effect that the Japanese stopped the load-

I am to state that His Excellency is ad-

I am to add that, under these circumstances, it is not intended to constitute a him an address couched in very respectful Court of Survey, as the Government Ma. and highly complimentary terms, signed by the reverse plates were worn to 3/16ths, in has been carrying cargo since she was in | rine Surveyor's report is made expressly on | himself, the committee and 45 students. the very point in question, viz., the seawurthiness of the vessel.

I have the bonour to be, Sir, your most obedient Servant. A. SETH. Per Colonial Secretary.

pany, Limited. Hongkong, 5th December, 1888. Sir .- We have the honour to soknow of twelve years. ledge receipt of your letter of the 4th instant, No. 1721, informing us that His in the German Reichstag, for the purpose Excellency the Governor is advised that the of prohibiting the importation of alcoholic requirements of the Law with regard to the liquors into the German Colonies on the survey of the steamer Pasig, having been | coast of Africa. complied with, and the Government Surveyor having given the necessary declara- South, has been arrested under the Orimes tion thereupon, the Pasia Certificate cannot | Act. be withheld, and that, therefore it is not | The Hamburg Courts are now enquiring as the Government Marine Surveyor's re- ly published extracts from the late Empe-

port is made expressly on the very point for Frederick's Diary. in question, viz., the seaworthiness of the Admitting, for the moment, that under ganshire. the provisions of Section IV of The Mer-Subsection 10. His Excellency the Go- reported to be in Spain, and has written vernor is bound to issue the Certificate | menacing letters to the English papers. therein mentioned, permit us to point out It is expected that on the abdication of that His Excellency is equally bound, in Prince Ferdinand, Prince Alexander will fact far more strongly bound as it is a probably succeed to the throne. question of danger to human life, to give | Russis is still continuing her hostile effect to the provisions of Clause IX of the policy. Ordinance. That section provides that | A ring has been successfully formed to the Governor, if he has reason to believe on complaint or otherwise that a British or | A puviliatic contest between Mulholland Colonial ship is unsafe, 'may provisioually of Australia and Mahon, an American, is order the detention of such ship for the reported from San Francisco. Light gloves as to damages, security being given by lasting nearly six hours, it resulted in a

Now. The Hengkong, Canton and Macao ponsible bodies, fully prepared to give the for nervous debility, physical exhaustion. required security, complain to His Excel. and premature decay: The discovery was without danger to human life. They send an early grave. We learn that the Rev. for His Excellency's consideration and in Joseph Holmes, Bloomsbury Mansions, proof of their complaint the reports of two Bloomsbury Square London, W. C., will Government Surveyor, and their reports | Children starving to death on account allege that the hull of the Pariq is in very of their inability to digest food will find a many places worn down so thin as to be most marvellious food and remedy, in Scott's unsafe, that many other places which they Emulsion of Pure Cod Liver Oil with sound have been deliberately covered up easily digested. Rend the following testito survey the vessel and that she is not in from was ing and mal nutrition and can aurable. Unless His Excellency is prepar- report most favourably of its good effect; it ed to say that "he does not believe those has been in each case taken must readily."two gentlemen, then under the provisions W. Perkins, M.R.O.S., Medical Superinsubmitted, bound to detain the vessel and can supply it. - Watson & Co. (Limited),

We have again, therefore, to request that

We have the bonour to be, Sir, Your

THOS, ARNOLD, Secretary; Hongkong, Canton and Macao Steamboa Co. Ld.

BUTTERFIELD AND SWIRE, Agenta, China Navigation Co., Ld. Colonial Secretary, &c., &c., &c.

Colonial Secretary's Office. 30th January, 1889. Sin,-I am directed by His Excellency

FREDERICK STEWART. Colonial Secretary.

Thos. Arnold, Esq., Secreta y, Hongkong, Canton and Marao Steam Boat Company, Limited.

> Corea. (From a Correspondent.)

Seoul, 11th January, 1889 The mining era of this country may be said to have commenced this month when on the 8th inst. Mr Charles Pearce, a mining engineer and mineralogist of note. arrived here direct from America. Mr Pearce is not engaged by the Corean Cores and report to the Government upon the interests of some Californian and plate entering into reasonable arrangements with the Corean Government. provided the report of Mr Pearce is

tainly no one interested in Corea will be sorry should Mr Pearce's researches, in opening of gold, copper and coal mines in various provinces. Owing to the failure of the crops in several provinces the Government has en-

tered into a special contract with Japan by which the latter will at once supply to fores 100,000 bags of rice, the same to be returned to the lender as soon as the stocks of this valuable grain are suffici-Sir, -1 am directed by the Acting Gov. | ent, in years of plenty, to permit of ing of the ship.

On the 3rd instant, at a soirce in mulpo Municipal Night School to Mr Suzuki the deservedly popular Consul, and handed

LATE NEWS

The following telegrams are from the Northern Terrstory Times of 26th Jan. brought on by the Changsha: - A bank is Thos. Arnold, Esq., Secretary, Hungkong, being formed, with a capital of £3,000,010, Canton, and Macao Steamboat Com- by Mesars Mattherson & Co., (Matheson & Co.) financiers, for the purpose of prolonging the existing contracts entered into by the Copper Syndicate, for a term

Herr Stocker has brought forward a Bill

Mr David Sheehy, member for Galway intended to constitute a Board of Survey, | into the sanity of Dr Geffeken, who recent-

Seven men have been killed by the sudden collapse of a railway tunnel in Glamor-

'Jack the Ripper,' who is supposed to be chaut Shipping Consolidation Ordinance, the notorious Whitechapel murderer, is

establish a corner la the cement market.

AN IMPORTANT DISCOVERY is announced

agents in Hongkong and China -ddet

Lieturia Buddings. Hongkong, December 12, 1888, Intimations.

DENTISERY TIBET CHASS WORKS WASSESS MODERATE PRES.

MR. WORG FAI-FONG, Surgeon Altentist. (FORMERLY ASSTOLED APPRENTICE AND LAY TERLY ASSISTANT TO DR. ROSERS,) T the urgent request of his Marepoun A and American patients and friends, has TAKEN THE OFFICE formerly and enpied by Dr. ROGBUS,

No 2 DUDDELL STREET CONSULTATION PRFE

Discount to missionarios and families Sole Address 2. DUDDELL STREET. (Next to the New Oriental Bank.) Hongkong, January 12, 1885.

CHINESE. DESIDENTS in the Colony would materially aid the SENATE of the COLLEGE by forwarding to the ALICE

COLLEGE OF MEDICINE FOR

MEMORIAL HOSPITAL (1). Glass Jars (for museum purposes). (2). Illustrated Papers and Books for the Student's Reading Room and Library.

Address to

JAMES CANTLIE, Hon. Sec. to the College. Hongkong, August 7, 1888.

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NOTIOE.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

CHIPMASTERS and ENGINEERS are respectfully informed that, if upon their arrival in this Harbour, NONE of England, France, and Germany by all the Company's FOREMEN should be at trans-Atlantic lines of Steamers. hand, Orders for REPAIRS if sout to the HEAD OFFICE, No. 14, Praya Central, will receive prompt attention. In the Event of Complaints being found

necessary, Communication with the Undersigned is requested, when immediate stops will be taken to rectify the cause of discatisfaction.

D. GILLIES,

Hongkong, August 25, 1885. RAMBLE THROUGH SOUTHERN FORMOSA.—By Mr. G. TAYLOR. This Article, which has been reprinted

from the China Review, contains one of the best Sketches of Formosan Life yet written. 'A' few roughly-executed Woodcuts are included in the pamphlet. May be had - Price, \$1-at Messrs. LANE,

CRAWFORD & Co.'s, and Messrs. Kelly & WALSH, LIMITED, Hongkong; also; Mr. N. MOALIN, Amoy. Hongkong, March 3, 1888.

NOW PUBLISHED, DUDDHISM: ITS HISTORICAL, THEORETICAL AND POPULAR ASPECTS,

DY. ERNEST J. EITEL, PH.D., TUBING. THIRD EDITION. REVISED, WITH ADDITIONS,

Price. \$1.50. Hongkong, August 20, 1884.

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CANADIAN PACIFIC STEAMSHIP COMPANY. TAKING CARGO AND PASSENGERS "TO JAPAN, CANADA, THE UNITED STATES, AND EUROPE,

THE CANADIAN PACIFIC RAILWAY AND OTHER CONNECTING

RAILWAY LINES & STEAMERS. THE British Steamship BATAVIA, 2,558 Tons Register, AULD, Commander, will be despatched for VANCOU-VER, B.C., vid KOBE and YOKOHAMA,

on SATURDAY, the 9th February, at To be followed by the S.S. PARTHIA, on the 7th March, and S.S. ABYSSINIA, un the 4th April

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with San Francisen and Pacific Coast Points, by the regular Steamers of the Pacific Coast STEAMSHIP COMPANY and other Steamers. Through Passage Tickets granted to Eng-

and, France, and Germany by all transtlantic hues of Steamers. First-class Farus granted as follows :--To Vancouver & Victoria, Mex. \$160.00 To San Francisco... Lo all common points in Caneda and the United States To Liver pond To London

To other Luropean points at proportionals rates. Special reduced rates granted to Officers of the Army, Navy Civil Service, and the fraperial Chipere and Japanese Justame, to be obtained on application. Consular business to accompany Cargo described to parets in the I'mted States, donts be sent to the Company & Offices, addressed to Mr. D. E. BROWN, Dustriet Freight Agent, Vancouvec, B.C.

t p.m on the 6th February. All Parceis must be sent to our Office and should be marked to address in full and the same will be received by us until b. ni the day preve us to sailing. For misorn trong or to Passage or Freight.

ADAMSON, BELL & Co., Henricong February 2, 1889

KORDER UTSCHER LEOYD. NOTICE. STEAM FOR

SINGAPORE, COLOMBO, ADEN SUEZ, PORT SAID, BRINDISI, GENOA, NTWERP, BREMEN & BAMBURG PORTS IN THE LEVANT, BLACK

ALSO, LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, CALVESTON & SOUTH AMERICAN PORTS.

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THE COMPANY'S STEAMERS WILL CALL AT SOUTH AMETON TO LAND PASSENGERS AND LUGGAGE.

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AN SUNDAY the 17th day of February 1889, at 10 a.m., the Company's S.S. BRAUNSCHWEIG, Cabt. H. Bödeker, WITH MAILS, PASSENGERS, SPECIE, and CARGO, will leave this port as above, calling at GENOA.

'Shopping Orders will be granted till Noon, Cargo will be received on board until 4 p.m., Specie and Parcels until 1 p.m. on the 16th February, 1889. (Parcels are not to be sent on board; they must be left at the Agency's Office). Contents and Value of Packages are required The Steamer has splendid Accommodation

and carries a Doctor and Stewardess. For further Particulars, apply to MELCHERS & Co., Agents.

Hongkong, January 21, 1869. U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YUROHAMA, AND SAN FRANCISCO.

TIME U. S. Mail Steamship CITY OF PEKING will be despatched for San Francisco, via Yokohama on THURSDAY, the 21st Instant, at Noon, taking Passengers and Freight for Japan. the United States, and Europe. "

Through Bills of Lading issued for transportation to Yukohama and other Japan Ports, to San Francisco, to Atlantic and Infand Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and sonnecting Steamers.

Through Passage Tickets granted to First-class Fares granted as follows :-To San Francisco \$200.00 To San Francisco and return, 350.00 available for 6 months ... To Liverpool 325.00 To London To other European points at proportionate

rates. Special reduced rates granted to Officers of the Army, Navy, Civil Survice and the Imperial Chinese Customs, to be | prepared to grant Insurances as follows :obtained on application. Passengers by this Line have the option of proceeding overland by the Southern Pacific and connecting Lines, Central Paci-

fie Northern Pacific or Canadian Pacific Passengers, who have paid full fare, reembarking at San Francisco for China or Japan (or vice verm) within one year will be

allowed a discount of 10 %. This allowance does not apply to through fares from China and Japan to Europe. Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until

363 5 p.m., same day; all Parcel Packages should be marked to address in full; value of same is required. Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San

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V:B,-Cargo can be taken on through Bills of Lading for BATAVIA, PERSIAN GULF PORTS, MARSEILLES TRIESTE, HAMBURG, NEW YORK AND BOSTON. PECIE ONLY LANDED AT PLYMOUTH.

11HE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steam-ship PENINSULAR, Captain H. WYATT, with Her Majesty's Mails, will be despatched from this for LONDON, vid BOMBAY and SUEZ CANAL, on WEDNESDAY, 13th February, at Noon. Cargo will be received on board until

p.m. on the day before sailing. Parcels and Specie (Gold) at the Office antil 4 p.m. on the day before sailing. Silk and Valuables for Europe will be transhipped at Colombo; Tea and General Cargo for London will be conveyed viá Bombay without transhipment, arriving one week later than by the ordinary direct route ria Columbo.

For turther Particulars regarding FREIGHT and PASSAGE, apply to the PENINSULAR & ORIENTAL STEAM NAVIGA-Freight will be received on board until trox Company's Office, Hongkong. The Contents and Value of Packages are required to be declared prior to shipment. Shippers are particularly requested to note the terms and conditions of the Company's Flack Bills of Lading. Passengers desirous of insuring their baggage can do so on application at the Com-

pany's Office.

E. L. WOODIN, Superintendent. 52 P. & O. S. N. Co.'s Office, Hongkong, January 30, 1889 Occidental & Oriental Steam-

Ship Company. TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED

STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, THE OVERLAND RAILWAYS, ATLANTIC & OTHER CONNECTING

STEAMERS. HE Steamship BELGIC will be despatched for San Francisco, via Yosohama, on WEDNESDAY, the 13th February, at 1 p.m.

Connection being made at Yokohama, with Steamers from Shanghai and Japan Dearts. All Parcel Packages should be marked to address in full; and same will be received at the Company's Office, until 6 p.m. the

lar provious to sailing. rat-class Fares granted as follows :-To San Francisco \$200.00 To San Francisco and return, 350.00 available for 6 months ... To Liverpool To London To other European points at proportion ate ratus. Special reduced rates granted to Officers of the Army, Navy, Civil Service

and the Imperial Chinese Customs, to be obtained on application. Passengers by this Line have the option of proceeding overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pscific or Canadian Pacific Railways.

Passengers, who have paid full fare, reembarking at Ban Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 %. This allowance does not apply to through fares from Ohina and Japan to Enrope Consular Invoices to accompany Cargo

destined to points boyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco. For further information as to Freight or Passage, apply to the Agency of the

Company, No. 501, Queen's Road Central. O. D. HARMAN, Ayent.

Hongkong, January 26, 1849.

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THE Undersigned, Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates. NORTON & Co.,

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THE Undersigned, Askers of the above Company, are authorized to Insure against FIRE at Ourrent Rates. GILMAN & Co.

Hongkong, January 1, 1882. NOW READY.

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Merchant Vessels in Hongkong Harbour.

Reclusive of late Arrivals and I exactures ver orted to-day.

To facilitate finding the position of any vesses in the Harbour, the Ancherage is divided into eleven extient, commencing at

Green Island. Vessels near the Hongkong shore are marked he, near the Kowloong shore ke, and those in the body of the"

Shipping or midway between each shore are marked a, in conjunction with the figures denoting the sections.

1. From Green Island to the Gas Works. 2. From Gas Works to Jardine's Wharf. 3. From Jardine's Wharf to the Harbour Master's Office. 4. From Harbour Master's to the P. and O. Co.'s Office. 5. From P. and O. Co.'s Office to Peddar's Whart. 6. From Peddar's Wharf to the Naval Yard,

7. From Neval Yard to Live Pulldings. f. From Blue Buildings to East Point. 9. From Kellett's Island to North Point. 10. Kowloon Wharves. 11. Jardine's Wharf.

Vessel's Name.	dicho	Captain.	Rig Rig		Torus.	Arrive		Consignees or Agents.	L'estination.	Remarks.
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2000	15			}	ì					
Steamers .				1		-		- ŷ-		
			1					,		
	0	Mannan	Reit	nt-	199L	Feb.	7	Russell & Co.		
Abergoldio	n c	Ellia	Brit.	str.		Feb.	- 1	Russell & Co.	***	
Anton	. 3 h	Aereboe	UBF.	atr.	395	Feb.	7	Wieler & Co.	Hoihow, &c.	To morrow
Apënrade	4 6 6 7	Hohlmann	Ger.	atr.		Jan.		Wieler & Co.	antaniam med ricita	K'loon Dock K'loon Dock
Ashipeton		Zindel	Ger	str.		Jan.		Siemssen & Co.	Vancouver &c.	9th inst.
Batavia	D G	Auld	Brit.	atr.	the same time to be	Jan. Jan.		O. & O. S. S. Co.	San Francisco	13th inst.
BelgioBengloe	0	Frenchar	Brit.	str.		Feb.		Gibb, Livingston & Co.	London, &c.	To-morrow
Renlarig	5	Freeman	Brit.	str.		Jan.		Gibb, Livingston & Co.		
Riasono	. 6	Tognasso	Ital.	str.		Jan.	30	Carlowitz & Co.	Bombay, &c.	9th inst.
Camorta	JÖ 6	Evio	Bm.	etr.		Feb.		Jardine, Matheaon & Co.	Calcutts, &cc.	9th inst.
Changaha	. 6 0	Williams	Brit.	str.		Feb. Feb.		Butterfield & Swire Chinese	. ,	
China	.3 9	Garron	Beit.	str.		Feb.		Tung Kee & Co.	Saigon	To-morrow
Decima	. 2	Breitung	Ger.	str.	N 1000	Jan.		Siemssen & Co.	11-4	K'loun Dock
Don Juan		Marquez	Span.	str.		Feb.		Brundao & Co.	Amoy and Manila	K'loon Dock
Dovis		Kapen	Crer.	str.		Feb.	-	Wieler & Co.	Touron	
Falken burg	14 (Weber	Ger.	atr.		Jan.		Melchers & Co.	Shanghai	-
Fooksoner	-13.1	Sawer	Brit.	str.	990	Feb.		Jardine, Matheson & Co. Arnhold, Karberg & Co.	Baiphong	fo-morrow
Frejr Fushun	. 3	Crond	Chi.	str.		Feb.		C. M. S. N. Co.	Shanghai	,2
Gwalior	10	Nautes	Brit.	str.		Fob.		P. & O. S. N. Co.	Yokohama & Hiogo	
Hailoo g	ŏı	Roach	Brit.	str.	783	Feb.		Douglas Steamship Co.	Swatow	10th inst.
Henneria	16	c Madsen	GET.	str.		Feb.		Siemssen & Co.	Hamburg	To-morrow
Inhigenia	. 5	c Voltmer	Gor.	str.		Feb.		dSiemssen & Co.	Yokohama Hoihow, &c.	To-morrow
Johann		CHINGS	Juer.	str.	358 862	Feb.		Wieler & Co. Yuen Fat Hong	Swatow & Bangkok	
Kong Beng	26 I	Manale	Ger.	str.		Jan.		Wieler & Co.		2 **
Momaon	5	c Dorff	Brit.	str.	- AA	Feb.		Butterfield & Swire	Sandakan	To-morrow
Merionethehire	. 5	c Dowling	Brit.	str.				Adamson, Bell & Co.	London, &c.	To-day
Metapedia	8 1	hiPurvis	Brit.	str.	1	Feb.		Takasima Collicry Agency	Nagasaki	To-day
Nanzing	3 1	h Talbot	, Brit.	etr.				Jardine, Matheson & Co.	Manila	To-day
Ninestoin	:4	c.Hurteid	. Ger.	str.		Feb.		Melchers & Co. Siemssen & Co.	Shanghai	9th inst.
Ningpo	3	Watton	Brit.	str.		Feb.		Yuen Fat Hong		
Pilot Fish	6	bistopani	Brit.	tug.	1 400	Sept.	article for	H. K. & W. Duck Co.		
Provincia	5	c Mack enzie	. Brit.	gtr.	1096	Jan.	29	Melchers & Co.	4	1
Sentuma	3	c Hansen	. Ger.	str.	4 45 50	F.b.		Eduard Schellhass & Co.		i
Taivuan	5	c Vardin	Brit.	str.		1		Butterfield & Swire Butterfield & Swire		
Taiwan	18	c:Clegg	Drit.	str.				Butterfield & Swire		1
Tainsui Thibet	3	b Cose	Brit.	str.				P. & O. S. N. Co.	Bombay, &c.	Fo-morrow
Tritos	3	h Bleicken	Ger.	str.		Feb.	4	Ed. Scheilhass & Co.		_
Tsinan	5	c Allison	Brit.	str.	1459	Feb.	(6 Butterfield & Swire	Sydney, &co.	To-morrow
								1		1.
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Sailing Vessels										
			-		7				99	1
						-	-	olonest a de		
Adam W. Spies	8	c Field	. Amer.	bqe.	100	Jan.		2 Russell & Co. 2 Russell & Co.		190
Anna Bertha	8	h Nielsen	GOF.	bqe.	409	T. com		Melchers & Co.		1
Bengale	3	Nove	Amor	boe.		Dec.		Captain		
Eme	5	c Summers	Brit.	bge.		4 -	2	3 Melohers & Co.		4
Escort	4	c Waterhouse	Amer		634	Jan.	.2	OCaptain		
John Nicholson	3	c Quine	Brit.	bge.	. 680		1	8 Captain		
Meronry	3	c:Thomas	Br. 3-	m. 10.	361			Jardine, Matheson & Co. 1 Pustau & Co.		
State of Maino	3	c Nickels	Amer	. <i>6</i> 0.	1467	ren.	•	L GOUNG EN CO.		1
1	(1		1	1		1	1	

Her Britannie Majesty's Ships on the China Station.

Name.	Rig.	Tons.	Guns.	I.H.P.	. Captain.	Where at.
	3	1700	4	3180	Com. R. Blair Maconochie	Hongkong
Alnority	despatch-vessel	465	I A	470	LieutCom. Everard Maxwell	Hongkong
Cockehafer	gunboat 2nd class	2380	14	2590	Capt. L. C. Keppel	Yokohama
Constance	orniser 3rd class	2380	10	2420	Captain Henry H. Boys	Hongkong
Cordelia	orniser 3rd class		3	340	Outries and the same of the sa	In reserve
Esk	g-bt. 3rd class coast defenou	363	3	470	Lieut, Com. Reginald Y. Smith	Hongkong
Espoir	gunbour 2nd class	465		460	LieutCom. Denison	Shanghai
Firebrand	gunbeat 2nd class	455			Captain Chas. J. Baliour	Shanghai
Heroine	cruiser 3rd class	1420	8	1130	Captain William H. May	Hongkong
Impérieuse*	twinscrew battle ship	8400	10	1000	Captain William D. may	Hongkong
Leander	oruiser,2nd class	4300	. 10	5500	Captain M. J. Dunlop	
Linnet	gun-vesse 2nd class	756	.5	1050	Commander W. Marrack	Hongkong
Merlin	gunboat 2nd class	430	4	430	Lieut. Com. W. M. Maturin	Horgkong
Mutine	aloop	1130	-10	1120	Commander J. H. Martin	Shanghai
Myrmidon	surveying ship	877	-	-	Captain O. P. Vereker	Hongkong
Orion	twin-screw battle ship	4870	4	4040	Captain By. J. Carr	Singapore
	2nd class armored	1730	6	3500	Commander R. W. White	Hongkong
Porpoiso	cruiser	830	3	690	Commander W. U. Moore	Hongkong
Rambler	surveying vessel	715	6	1200	LieutCom. W. Maitl. Dougall	Hongkong
Ratilor	gunbout 1st class		12	2360	Captain W. C. Karalake	Singapore
Sapphire	eruiser 3rd class	1970	8	1400	Captain T. P. W. Nesham	Yokohama
Satellite	cruiser 3rd class	1420		1400	. Copiana I. A. (1)	Hongkong
Solent -	torpedo mining launch	150	_ ;:	1010	Cem. Richard Bingham	Sandakan
Swift .	gun-vesser 2nd class	756	. 5		Basio E. Cochrane	Hongkong
Tamar	troop-ship	2047	-		Dabio 25. Cochraze	In reserve
Torpedo Boat No. 35		. 95	-	- 1 To 1		In reserve
Torpedo Boat No. 36		95			of the expression of the con-	In reserve
Tweed	g.bt. 3rd class coast defence	-	3		Commeden Marrell A D.C.	Bongkong
Victor Emanne	receiving ship	5107	14		Commodore Maxwell, A.D.C.	Singapore
Wanderer	sloop	925	4	750	Commander Geo. A. Giffard	
Wivern	coast defence ship, armoured	2750	4	1450		Hongkong

* Flagship of Vice-Admiral Sir Nowell Salmon, K.C.B., V.C., Commander-in-Chlef.

H. B. M. Ships' tonnage, displacements and effective horse powers are given according to H. M. Navy list.

Foreign Men-of-war on the China and Japan Station.

Name.	Flag and Rig.	Tona.	Guns.	H.P.	Lapain.	PF HEFT CAPE
	-	- 800		2.940	Captain Parenego	Nagasaki
Alcout	Russian gunboat	1908			Captain D. E. Zulnaga	Manila
Aragon	Spanish cruiser		4	420	Commander Malopert	Naguraki
Aspic	French gunboat	- 470	14 a 31		Captain Menachicuti	Nagasaki
Bohre	Russian cruiser	1100	7.0	450	Lient, Commander Martel	Quinhon
Comète	French gunboat	475	: 4	4E0	Captain N. Scrydloff	Hongkong
Dmitry Donakoy	Russian frigate	6000	-	000	Commander Israell	Bingapore
Essex	U. B. corvette	1376	6	900	Commander Jewell	Chemulpo
Iltie	German gunboat	480	·	3 = 4	Captain Eickstedt	
Lutin	French gunbout	485	4	425	Captain Neny	Touron
Marion	U. S. corvetta	1900	7	1170	Commander Dyer	Shanghai
	U. S. aloop	1370	6	1470	Lieut, Cem. Benry Glass	Yokohama
Мопосмоу	Russian gunboat	456	Sec. 7 - 1	60	Commander Moltsoil	Corea
Mordj	Russian cruiser	1830	9	250	Captain Zarine	Nagasaki
Nayezdink		2400	12	1150	Capt. McNair	Shanghai
Omaha	U. S. corvette	420	6	. 600	LieutCom. Craig	Kobe
Paino.	U. S. gunboat	400	1		Captain M. Foret	Shanghai
Parsoval	French gunboat	E40	-	420	LieutCommander Fourest	On a cruise
Plavier	French gunbost	540	1	340	Captain J. R. Santa Barbara	Macao
Rio Lima	Portuguese gunbost	640		2000	Commander Suctrieft	Cores
Sivotch	Rhesian cruiser	900	1	1000	Commander Boyle	Japan
Sobo	Russian gunboat	455	7	60		Singapore
B ophie	German cruiter	2100	100		Captain Kohlhauer	Hongkong
Tureune	French frigate	5880	12	4250	Captain Juge	
Vestnik	Russian corvette	1830	Argo 1		Captain Lang	Nagazaki
Vipere	French gunboat	480	4	425	Commender Gondot	Saigon
Viting	Russian porvette	2950	12	'r 182 💳 19	Captain Makaroff	Singapore
Variation	Russian gunboat		4		Commander Motch Daky	Void entock
Vostock Wolf	German gumbost	884	1 6	840	Captain Credner	Manila

SHIPPING IN CHINA, JAPAN, PHILIPPINES, AND SIAM WATERS.

WHAMPOA. Ger. str. Hong kong Brit. Hangehow

AMOY. In port on January 28, 1889. MERCHANT STRAMERS.

British British Thales British MERCHANT BAILING VESSELS Chateaubriand Brit. bqe. Galveston

Ger.

KristinaNilsson Ger.

Therese FOOOHOW. In port on January 29, 1889. MERCHART STEAMERS,

British Haitan SHANGHAI. In port on February 1, 18t9. MERCHANT STEAMERS.

German Alwine Seyd British Chinose Chintung Hankow, &c. British Crusader British Deucalion British El Dorado British Feilung British Fuh Wo Fung-shun Chinese British Glenroy Chinese Hankow, &c. Hae-an Chinese Chefoo, &c. Hae-chang Bacshin Chinese Chinese Hae-ting British Hoihow Kiang-piau Chinese Chinese Kiang-yü British Kowshing Chinese Meefco Oxus Franch Saigon

British Pao Hua Brtiish Pechili British Peninsular Shanghai British Sinn-cheng French British Sin Nanzing Soochow British Store Nordiske Danish British Sungkiang British Taiwo British Taku British Wha-on Yangtaze German British Yiksang YokohamaMaru Japanese Yungching Chinese

MERCHART SAILING VESNELS. Brit. bge. Brit. bge. Dorothy G. H. Wappaus Brit. bge. Hedvig John E. Sayre Brit. Loong Wha Pactolus Brit, bqe. Sea Swallow Sin Kolga Brit. Sir Wm. Wall. Brit. bge.

NAGASAKI, In Port on January 30, 1889. Elizabeth Ger. boe. Kozaki Maru Japan, boe. WaltreSiegfriedBrit, bgo.

ТОКОНАМА. In port on January 29, 1889. Amer. sch. Fred. B. Taylor Brit. Honauwar Brit. Iron Cress Mary L. Coshing Amer. sh. Brit, bge, Brit. ScammellB'thersBrit, boe.

HIOGO, In port on January 29, 1889. Amer. bge. Importer Brit. Naupactus Sunbeam Brit. ch. Amer. bgc.

MANILA. In Port on January 16, 1889. MERCHART SAILING VESSELS. Abbie S. Hart Brit, sh, United States Cheshire Brit. bqe. discharging Amer. sh. New York TamarE Marshall Brit. bue. repairing Willie Reed Amer. sh. New York Winnipeg Brit, sh, discharging

Charles S. Whitney Brit. ah. United States Brit. bge discharging CEBU. MERCHANT STEAMERS. Crown of Arragon Brit, atr. New York

ILOILO.

MERCHANT BAILING VESSEL

MERCHANT BALLING VESSEL. General Berthant Brit. bqe. London BANGKOK, In port on January 20, 1889,

MERCHANT STEAMERS. Bangkok British Capo Cloar Siamese British Chamroen Phratabong Siamere

Rainhow Siamese MERCHANT SAILING VESSELS. Caroline Siam. 3 sc. Biam. bge. Bus Pan Siam. bg. Foodbow Italian boe. Insulinde Dutch boe. Mary Dut. sch. Brit. bge. Mercury

Ta Hongkong

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Siam. bge.